COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
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ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

JAMES A. NOYES, Director

IN REPLY PLEASE
REFER TO FILE: PM-3

June 5, 2003

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

PUBLIC WORKS HEADQUARTERS BUILDING
SEISMIC RETROFIT AND PARKING LOT RENOVATION PROJECT
APPROVE MITIGATED NEGATIVE DECLARATION
ADOPT AND ADVERTISE
SPECS. 5449; C.P. 70476
SUPERVISORIAL DISTRICT 5
3 VOTES

JOINT RECOMMENDATION WITH THE CHIEF ADMINISTRATIVE OFFICER THAT YOUR BOARD, ACTING AS THE GOVERNING BODY OF THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT:

1. Consider the enclosed Mitigated Negative Declaration (Enclosure C) for the proposed Public Works Headquarters Building Seismic Retrofit and Parking Lot Renovation Project together with comments received during the public review process, find that the project with the proposed mitigation measures will not have a significant effect on the environment, find that the Mitigated Negative Declaration reflects the independent judgment of the County, and approve the Mitigated Negative Declaration.

2. Adopt the Mitigation Monitoring and Reporting Program contained in the Mitigated Negative Declaration (Appendix E of Enclosure C) to ensure compliance with the project conditions required to mitigate or avoid significant effects on the environment.

3. Find that the project will have no adverse effect on wildlife resources and authorize Public Works to complete and file a Certificate of Fee Exemption for the project.

4. Authorize the Director of Public Works to deliver the Seismic Retrofit and Parking Lot Renovation Project, and delegate authority to the Director of Public Works to manage the construction of the project and to execute consultant agreements, amendments, supplements, contract documents, and change orders related to this project within the same limits delegated to the Director by your Board for County projects.

5. Adopt plans and specifications for the Public Works Headquarters Building Seismic Retrofit Project at an estimated construction cost of $19,149,000, and instruct the Executive Officer to advertise for bids to be received from qualified bidders and opened on July 15, 2003, according to the "Instruction Sheet for Publishing Legal Advertisements" (Enclosure B).

6. Authorize the Director of Public Works to execute a consultant services agreement with the apparent qualified lowest responsible bidder to prepare a baseline construction schedule for a not to exceed fee of $12,000 funded in Fiscal Year 2003-04 and establish the effective date following Board approval.

7. Approve the enclosed “Resolution of the Board of Supervisors of the County of Los Angeles, Acting as the Governing Body of the Los Angeles County Flood Control District, Declaring its Intention to Reimburse Certain Capital Expenditures from the Proceeds of Taxable or Tax-Exempt Obligations (Public Works Headquarters Building Seismic Retrofit Project)” (Enclosure D).

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Public Works is planning to retrofit its headquarters building to meet current seismic safety standards. In the same manner, we propose to renovate the existing parking lot serving the headquarters facility to comply with the County of Los Angeles Standard Urban Stormwater Mitigation Plan requirements in an effort to reduce pollution from stormwater runoff. The Public Works Headquarters Building Seismic Retrofit and Parking Lot Renovation Project will be constructed in two separate sequential phases to minimize the impact to the facility. Phase I includes the seismic retrofit of the

headquarters building and Phase II includes the renovation of the parking lot. Phases I and II of the proposed project will be advertised separately for construction bids.

Approval of the recommended actions will authorize the Director of Public Works to initiate the Phase 1 bidding process for construction of the Public Works Headquarters Building Seismic Retrofit.

Public Works headquarters is an approximately 400,000-square-foot, 12-story office building built in 1971. The building was constructed using a Special Moment Resisting Welded Steel Frame system. This type of construction was widely used in similar buildings throughout California and the world and was considered state-of-the-art design at the time.

Following the 1994 Northridge earthquake, building inspections throughout the County identified construction defects in the welded connections of this type of steel structure including this one. Because the headquarters building houses the Public Works Emergency Operations Center, a hazard mitigation grant of $9,800,000 was authorized by FEMA in 1998 to enhance the building's ability to resist stronger earthquakes and provide uninterrupted operation.

On March 16, 1999, your Board awarded a consultant engineering services agreement to Black & Veatch to provide a conceptual study, design services, and construction administration services for the Public Works Headquarters Building seismic retrofit.

On July 2, 2002, your Board authorized $26,886,000 for the Public Works Headquarters Building seismic retrofit to be financed by a FEMA Hazard Mitigation Grant and the Flood Control District. Public Works' estimate of the construction contract cost is $19,149,000 without contingency and does not include two additive alternates for supplemental structural strengthening work that can be implemented if the bids received are below the estimated project budget. These alternates would provide additional seismic performance beyond the project design guidelines.

The building seismic retrofit uses an external cable-stayed system comprised of four structural pylons, one in each corner of the building. Each pylon is connected to the building at each floor, starting from the 5th floor up to the roof, using compression struts that are stayed by prestressed cables whose purpose is to absorb seismic shock and reduce the building drift during an earthquake event. Four horizontal compression members tie the pylon bases together at the mezzanine level of the building.

The Mitigated Negative Declaration indicates that the proposed project with the proposed mitigation measures would not have a significant effect on the environment. In accordance with the County's Environmental Document Reporting Procedures and Guidelines adopted by your Board on November 17, 1987, a Mitigated Negative Declaration was prepared and circulated for public review and must be approved by your Board prior to starting construction.

Black & Veatch completed plans and specifications for the building seismic retrofit and is in the process of obtaining all jurisdictional approvals. Approval of the recommended actions will authorize Public Works to solicit and accept construction bids for the building. All jurisdictional approvals will be secured prior to awarding the construction contract.

The proposed agreement with the apparent lowest responsible bidder to prepare a baseline construction schedule that conforms to the County's schedule specification is critical to successfully managing construction activities by both the contractor and the County. A responsible contractor must be able to produce such a construction schedule. Bid specifications provide that if the apparent qualified lowest bidder fails to complete an acceptable schedule, the Director may return to your Board to recommend that the bidder be determined nonresponsible and recommend awarding the construction contract to the next qualified lowest bidder, contingent on that bidder completing a baseline schedule which conforms to the County's specifications.

Reimbursement Resolution

Approval of the enclosed Reimbursement Resolution is required under Federal tax regulations that govern the recovery of capital costs from taxable or tax-exempt bond proceeds. Under these regulations, which were introduced by the Internal Revenue Service in 1991, your Board, acting as the governing body of the County Flood Control District, is required to adopt a resolution which includes:

- A declaration of your Board's intention to finance expenditures related to a capital project.

- A statement that any such expenditures will be financed through the issuance of taxable or tax-exempt bonds or certificates.

- A qualitative description of the proposed projects whose expenditures will be reimbursed from the proceeds of the bond or certificate issue.

- The identification of the expected sources(s) of fund(s) that would initially pay for such expenditures and ultimately would be used to repay the bond or certificate obligation.

Execution of the enclosed resolution will satisfy the IRS requirements and enable the County Flood Control District to maximize the reimbursement of construction and delivery costs that are related to the proposed project and incurred subsequent to the resolution's execution.

Implementation of Strategic Plan Goals

These actions meet the County's Strategic Plan Goal of Service Excellence as this project will support the hazard mitigation of a public facility and ensure availability of support for the community after a major disaster. These actions also support the goal of Fiscal Responsibility as the project is an investment in public infrastructure.

FISCAL IMPACT/FINANCING

The total project cost for Phase I, building seismic retrofit, including plans and specifications, plan check, construction, equipment, consulting services, miscellaneous expenditures, and County services, is currently estimated at $26,886,000.

Phase I is being funded through a FEMA Hazard Mitigation Grant and Flood Control District resources. Phase II is being funded through Flood Control District resources. Sufficient appropriation will be available in the proposed Fiscal Year 2003_04 Capital Projects Budget under Capital Project 70476 to fund Phase I project activities prior to awarding the consultant services agreement and construction contract for Phase I. Project construction agreement and contract costs will be financed through a long-term taxable or tax-exempt bond issue. The Treasurer and Tax Collector will present Phases I and II project financing recommendations to your Board when the District returns to your Board for approval of a contract award for Phase I.

The total estimated project cost for Phase II, parking lot renovation, is currently being finalized and will be presented to your Board with the financing recommendations.

The Project Schedule and Budget Summary for the building seismic retrofit are included in Enclosure A.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Phase I - Seismic Retrofit

A standard construction contract, previously approved as to form by County Counsel, will be used. The standard Board-directed clauses that provide for contract termination, renegotiation, and hiring qualified displaced County employees will be included.

The project specifications contain provisions requiring the contractor to report solicitations of improper consideration by County employees and allowing the County to terminate the contract if it is found that the contractor offered or gave improper consideration to County employees.

As requested by your Board and as a threshold requirement for consideration for contract award, bidders will be required to attest their willingness to consider Greater Avenues for Independence Program/General Relief Opportunity for Work participants for future employment.

As required by your Board, language has been incorporated into the project specifications stating that the contractor shall notify its employees, and shall require each subcontractor to notify its employees, that they may be eligible for the Federal Earned Income Credit under the Federal income tax laws.

Bidders will also be required to show full compliance with Los Angeles County Code Chapter 2.200 (Child Support Compliance Program) and Chapter 2.203 (Contractor Employee Jury Service Program).

To ensure that the contract is awarded to a responsible contractor with a satisfactory history of performance, bidders are required to report violations of the False Claims Act, their civil litigation history, and information regarding prior criminal convictions. The information reported will be considered before making a recommendation to award.

Phase II - Parking Lot Renovation

On June 11, 2002, your Board awarded an agreement to David Evans & Associates to provide architectural and engineering design and consultant services for the Parking Lot Renovation project.

The parking lot renovation is currently in the Schematic Design Phase. Public Works will return to your Board at a later date to adopt plans and specifications and advertise for construction for this Phase II project compatible with the completion of Phase I.

ENVIRONMENTAL DOCUMENTATION

On April 15, 2003, FEMA determined that the building seismic retrofit is categorically excluded from compliance with the National Environmental Policy Act.

On April 15, 2001, Public Works contracted for the preparation of a draft Mitigated Negative Declaration that was circulated on March 25, 2003, for agency and public review in accordance with California Environmental Quality Act requirements. The review period ended on April 24, 2003. Comments received during the review period did not raise any significant environmental issues associated with the project. Additionally, we made a formal presentation to the Alhambra City Council that was well received with no objections.

Proposed mitigative measures relative to cultural resources have been included as a part of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (Appendix E of Enclosure C). The Mitigated Negative Declaration concluded that the project will not have a significant effect on the environment.

Therefore, we recommend that your Board approve the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program and find that, by incorporating the mitigation measures described in the Mitigation Monitoring and Reporting Program, the project will not have a significant effect on the environment.

A fee must be paid to the State Department of Fish and Game when certain notices required by CEQA are filed with the County Clerk. The County is exempt from paying this fee when the Board finds that a project will have no impact on wildlife resources. The Mitigated Negative Declaration concluded that the project will have no adverse effects on wildlife resources. Following approval of the Mitigated Negative Declaration by your Board, Public Works will file a Certificate of Fee Exemption and a Notice of Determination for the project with the County Clerk.

CONTRACTING PROCESS

The bid documents for this unique and complex seismic retrofit project contain provisions for obtaining qualifications from potential bidders to ensure participation by contractors experienced in cable-stayed construction and seismic structural retrofitting. The apparent low bid will be reviewed by Public Works to confirm that the apparent low bidder meets these minimum requirements prior to recommending awarding a contract.

Advertising for bids will be in accordance with the County's standard "Instruction Sheet for Publishing Legal Advertisements" (Enclosure B). Following receipt of bids, we will return to your Board for construction contract award.

The State Labor Code requires contractors to pay prevailing wage rates to all persons employed on Public Works contracts.

As requested by your Board on February 3, 1998, this contract opportunity will be listed on the "Doing Business with the County" website.

Public Works has evaluated and determined that the Living Wage Program (County Code Chapter 2.201) does not apply to this construction contract as this contract is for non-Proposition A services.

Participation by Community Business Enterprises in the project will be encouraged through Public Works' Capital Projects CBE Outreach Program and by monitoring the good faith efforts of bidders to use CBEs.

IMPACT ON CURRENT SERVICES

We anticipate no impact on current services related to the recommended actions. However, during construction there may be limited impacts as a result of construction activities. Public Works will be leasing off-site parking to compensate for the loss of employee parking during construction. Visitor and disabled access parking will be provided in the Public Works headquarters parking lot continuously during the construction period. To mitigate construction impacts to occupants, the majority of construction activities for the building seismic retrofit will take place during off-hours and weekends when Public Works employees are not at work. In addition, construction of the parking lot improvements will be phased in four to six stages to maintain adequate parking for the facility. The headquarters building will remain open throughout the entire construction period.

CONCLUSION

Please return one adopted copy of this letter to CAO (Capital Projects Division) and Public Works.

Respectfully submitted,

JAMES A. NOYES
Director of Public Works

DAVID E. JANSSEN
Chief Administrative Officer

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Enc.

cc: County Counsel
Department of Public Social Services (GAIN/GROW Program)
Office of Affirmative Action Compliance

June 5, 2003

ENCLOSURE A

PUBLIC WORKS HEADQUARTERS BUILDING
SEISMIC RETROFIT AND PARKING LOT RENOVATION PROJECT
APPROVE MITIGATED NEGATIVE DECLARATION
ADOPT AND ADVERTISE BUILDING SEISMIC RETROFIT
SPECS. 5449; C.P. 70476

I. PROJECT SCHEDULE - BUILDING SEISMIC RETROFIT

Project Activity	Scheduled Completion Date	Revised Completion Date
Board Authorization	03/16/99*	03/16/99*
Notice to Proceed	04/01/99*	04/01/99*
Project Definition/Program	05/22/00*	05/22/00*
Design Contract Execution Supplemental Agreement Construction Document Submittal Jurisdictional Approval	 06/04/02 11/22/02 01/24/03	 06/20/02* 06/02/03* 06/02/03*
Construction Bid and Award	08/22/03	08/26/03
Construction Substantial Completion - Seismic Retrofit Acceptance - Seismic Retrofit Substantial Completion - Site Improvement Acceptance - Site Improvement	 10/01/04 11/12/04 03/04/05 04/05/05	 11/22/04 1/31/05 03/04/05 04/05/05

* Indicates completed activity

II. PROJECT BUDGET SUMMARY - BUILDING SEISMIC RETROFIT

Budget Category	Project Budget
Construction	
(a) Seismic Retrofit	$ 15,872,000
(b) Site Improvements	3,277,000
Subtotal	$ 19,149,000
Change Orders (10 percent)	1,915,000
Relocation	56,000
Subtotal	$ 21,120,000
Consultant Services	
(a) Design Seismic Retrofit	$ 2,876,000
(b) Design Supplements 1 and 2	23,060
(c) Design Site Improvements	348,000
(d) Construction Management	1,195,000
(e) Survey, Testing, and Inspection	421,940
(f) Peer Review	215,000
Subtotal	$ 5,056,000
Miscellaneous Expenditures	
(a) Print/Blueprinting	$ 25,000
(b) Legal Advertising	4,000
Subtotal	$ 29,000
Jurisdictional Review and Plan Check	$ 142,000
County Services	$ 539,000
TOTAL	$ 26,886,000

June 5, 2003

ENCLOSURE B

PUBLIC WORKS HEADQUARTERS BUILDING
SEISMIC RETROFIT PROJECT
APPROVE MITIGATED NEGATIVE DECLARATION
ADOPT AND ADVERTISE
SPECS. 5449; C.P. 70476

PUBLISHING LEGAL ADVERTISEMENTS: In accordance with the State of California Public Contract Code, Section 20125, you may publish once a week for two weeks in a weekly newspaper, or ten times in a daily newspaper. Forward three reprints of this advertisement to Architectural Engineering Division, Department of Public Works, 900 South Fremont Avenue, 8th Floor, Alhambra, California 91803-1331.

OFFICIAL NOTICE
INVITING BIDS

Notice is hereby given that the Director of Public Works will receive sealed bids for furnishing all materials, labor, and equipment required to complete construction for the following work:

SD	SPECS	PROJECT	BID DOC FEE	DATE OF BID OPENING
5	5449	Public Works Headquarters Building Seismic Retrofit Project 900 South Fremont Avenue Alhambra, CA 91803-1331	$75	July 15, 2003

Copies of the project manual and drawings may be obtained at the Cashiers Office, Department of Public Works, 1st Floor, 900 South Fremont Avenue, Alhambra, California 91803, for the fee stated above. For bid information, please call (626) 458-2563. Each bid shall be submitted on the required form, sealed, and filed at the Cashiers Office before 1:45 p.m. on the date indicated. Bids will be publicly opened, examined, and declared by Public Works at 2:00 p.m. on this date in Conference Room D, 1st Floor, 900 South Fremont Avenue, Alhambra, California 91803.

Bids must conform to the drawings and project manual and all bidding requirements. This project requires the prime contractor to possess an “A” and “B” license classification at the time of award. The contractor should verify to his/her satisfaction that he/she will hold the correct license for this project.

MANDATORY PRE-BID CONFERENCE

Public Works Project Management Team will hold a mandatory pre-bid conference at 10:00 a.m. on July 1, 2003, at the project site located at 900 South Fremont, Alhambra, California 91803-1331, 8th floor, to provide information on the project, bidding process, and answer any questions that the potential bidders may have. To be considered responsive to this invitation for bid, bidders must attend the mandatory pre-bid conference in its entirety. Bids from bidders who do not attend the pre-bid conference will be rejected as nonresponsive. For further information, please contact Mr. Brian Soria with Public Works Project Management Team at (626) 458-2588.

OTHER INSTRUCTIONS

The County supports and encourages equal opportunity contracting. The contractor shall make good faith efforts, as defined in Section 2000 of the Public Contract Code relating to contracting with Community Business Enterprises.

The Board of Supervisors reserves the right to reject any or all bids or to waive technical errors and discrepancies in bids submitted in the public's interest.

Si necesita información en español, por favor llame al Telefono (626) 458-2563.

Upon 72 hours notice, the Department can provide program information and publications in alternate formats or make other accommodations for people with disabilities. In addition, program documents are available at our main office in Alhambra (900 South Fremont Ave.), which is accessible to individuals with disabilities. To request accommodations ONLY, or for more ADA information, please contact our departmental ADA Coordinator at (626) 458-4081 or TDD (626) 282-7829, Monday through Thursday, from 7:00 a.m. to 5:30 p.m.

Con 72 horas de noticia, el Departamento puede proveerle información y publicaciones sobre el programa y formatos alternativos o hacer adaptaciones para incapacitados. Además, documentación sobre el programa está disponsible en nuestra oficina principal en Alhambra (900 S. Ave. Fremont), la cual es accesible para individuos con incapacidades. Para solicitar adaptaciones SOLAMENTE, o para mas información del ADA, pongase en contacto con nuestro Coordinador del ADA del departamento al (626) 458-4081 o TDD (626) 282-7829, de Lunes a Jueves de las 7:00 a.m. a 5:30 p.m.

By order of the Board of Supervisors of the County of Los Angeles, State of California, dated June 17, 2003.

Specs. 5449

VIOLET VARONA-LUKENS, EXECUTIVE OFFICER
OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF LOS ANGELES

Final Initial Study/
Mitigated Negative Declaration

FOR THE

Proposed Los Angeles County Department of Public Works Headquarters Building Seismic Retrofit and Parking Lot Renovation Project

May 2003

PREPARED FOR:

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331

PARSONS

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CLARIFICATIONS AND REVISIONS

Two minor revisions have been made to the Los Angeles County Department of Public Works Headquarters Building Seismic Retrofit and Parking Lot Renovation Draft Initial Study/Mitigated Negative Declaration. These changes have not resulted in a change in analysis and/or conclusions of the Los Angeles County Department of Public Works Headquarters Building Seismic Retrofit and Parking Lot Renovation Draft Initial Study/Mitigated Negative Declaration.

Revision #1

The following revision was made to page 1-14 of Section 1.6 Summary of Findings. New text is shown in bold.

> **A cultural resources response procedure would be implemented for construction activities involving earthwork so that** in the event that any archaeological or paleontological resources are discovered during construction, construction would cease and the resources would be evaluated by a qualified specialist. Any resources would receive the appropriate treatment measures to ensure proper documentation, recovery, and curation as necessary.

Revision #2

The following revision was made to page 3-34 of Section 3.15 Transportation/Traffic. New text is shown in bold.

> The Proposed Project would be constructed in two sequential phases to minimize the impact to the facility. Phase I would include the seismic retrofit of the Headquarters building, which is expected to last up to 66 weeks. Phase II would include the renovation of the parking lot areas, which is expected to last up to 39 weeks. As a result of the construction phasing schedule, construction activities associated with the building seismic retrofit and parking lot renovation would not overlap. Therefore, potential traffic and circulation impacts are analyzed individually for each of the two phases of the Proposed Project.
>
> **Construction traffic operations common to both phases of the Proposed Project would include:**
>
> - **Construction related traffic, including large equipment, would be limited on adjacent streets during weekday peak hours.**
> - **Any necessary permits would be obtained from Caltrans for the transport of heavy construction equipment and/or materials on State highways using over-sized transport vehicles.**

In addition to these revisions, the following two appendices were added to the Los Angeles County Department of Public Works Headquarters Building Seismic Retrofit and Parking Lot Renovation Final Initial Study/Mitigated Negative Declaration:

Appendix D Response to Comments on the Draft IS/MND & Proof of NOI Publication

Appendix E Mitigation Monitoring and Reporting Program

SECTION 1

PROJECT DESCRIPTION

1.1 INTRODUCTION

The Los Angeles County Department of Public Works (LACDPW) proposes to retrofit the existing Headquarters building to meet current seismic safety standards, and to renovate the existing parking lot serving the LACDPW Headquarters facility to comply with the County of Los Angeles Standard Urban Stormwater Mitigation Plan (SUSMP) requirements in an effort to reduce pollution from stormwater and urban runoff. The LACDPW Headquarters Building Seismic Retrofit and Parking Lot Renovation Project (Proposed Project) would be implemented in two distinct sequential phases to minimize the impact to the facility operations and functions. Phase I would include the seismic retrofit of the existing Headquarters building and Phase II would include the renovation of the existing parking lot.

This Initial Study has been prepared to determine if any significant environmental effects would be introduced by the Proposed Project. The Initial Study was prepared pursuant to the requirements of section 15063 of the California Environmental Quality Act (CEQA) guidelines.

1.2 PROJECT LOCATION

The existing LACDPW Headquarters facility is located at 900 South Fremont Avenue in Alhambra, California. Project vicinity and location maps are shown in Figure 1-1.

1.3 PURPOSE AND NEED

A post-1994 Northridge Earthquake seismic evaluation of the LACPDPW Headquarters building revealed no earthquake-related damage to the steel moment resisting frame (SMRF) connections in the building; however, certain construction-related weld stress fracturing was observed. The proposed seismic retrofit would upgrade the existing Headquarters building to meet current earthquake safety standards, and thus better protect building employees and visitors both within the structure and in the surrounding area, and would also provide related increased public and private property protection. The proposed seismic retrofit is funded by a FEMA grant matched by LACDPW funds.

In January 2000, the Los Angeles Regional Water Quality Control Board approved the SUSMP for Los Angeles County (County) and 85 participating cities within the County in an effort to reduce pollution from stormwater and urban runoff to receiving waters in the County. The SUSMP was developed in compliance with the Los Angeles County Urban Runoff and Stormwater National Pollutant Discharge Elimination System (NPDES) Permit. The SUSMP contains a variety of Best Management Practices (BMPs) that must be included in specified categories of new development and redevelopment projects, including large parking lots, to treat and retain the first ¾ inches of stormwater from the site.

In response to the deteriorated condition of the existing parking lot, and as part of the County's efforts to comply with State and Federal regulations to reduce pollution from stormwater and urban runoff, LACDPW is planning to renovate the existing Headquarters parking lot to comply with the SUSMP requirements. The renovated parking lot would provide improved parking, access, and circulation for the facility, and incorporate and demonstrate simple and economical methods to reduce pollution from stormwater and urban runoff. The goal is to create an aesthetically pleasing, environmentally friendly, and functional parking lot that would serve as a valuable education tool in demonstrating the County's commitment to reducing pollution and protecting the environment.

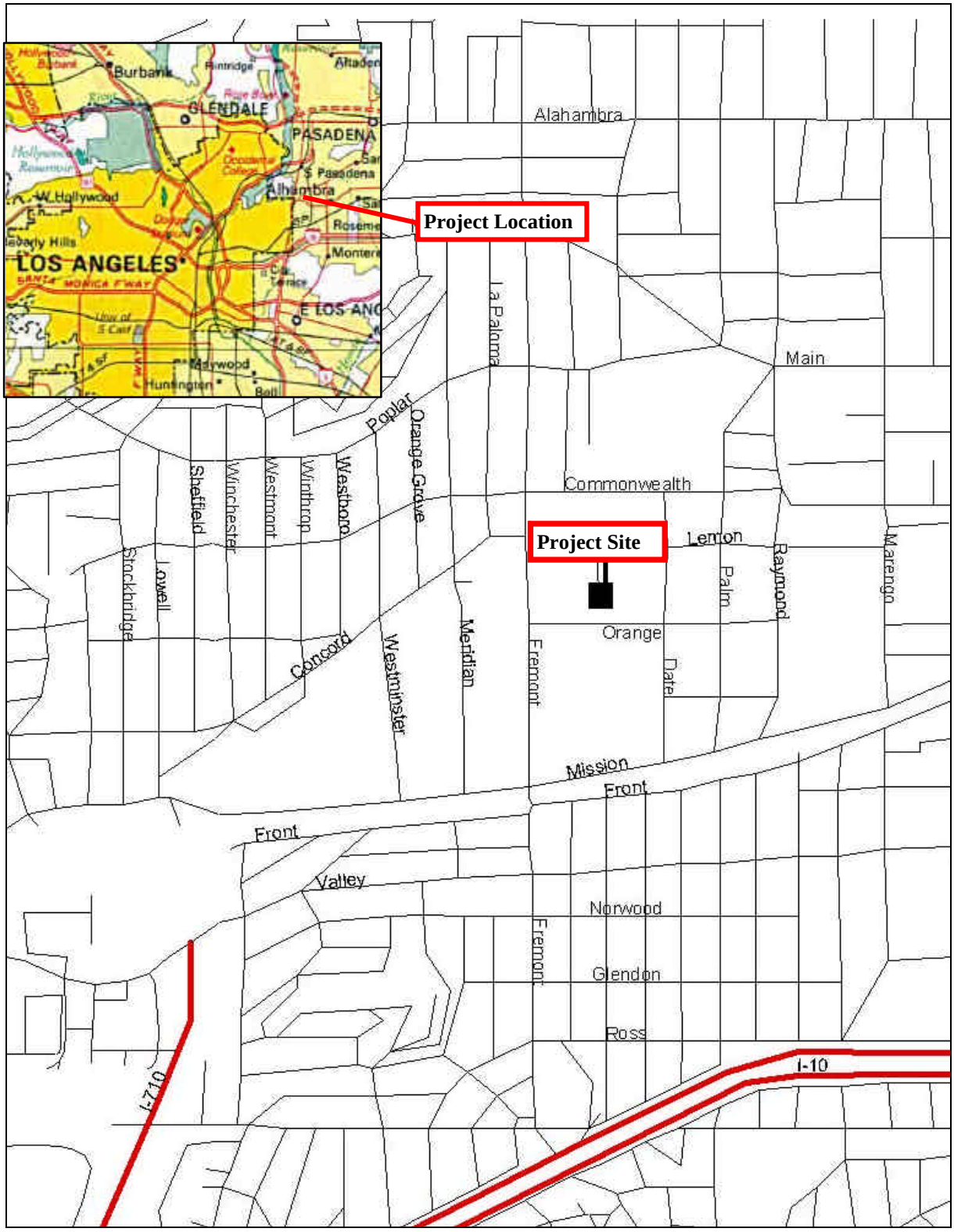


Figure 1-1
Project Site Location and Vicinity Map

1.4 SITE DESCRIPTION

The LACDPW Headquarters facility is located on an irregular 17.85 acre flag-shaped lot. The subject property is bounded by Fremont Avenue to the west, Orange Street to the south, Date Avenue to the east, and commercial development facing Commonwealth Avenue to the north (occupied by Petsmart, Toys R Us, and Albertsons Grocery Store). The project site is located in an urban setting and is surrounded by a mix of office, commercial, and light manufacturing uses. In addition, LACDPW and other County Departments currently lease office space and related parking at the privately owned Alhambra Campus located directly across Orange Street, to the south of the project site. A Project Site Map is provided in Figure 1-2.

The LACDPW Headquarters building is an approximately 340,000 square-foot, 13-story SMRF structure built in 1971. The Headquarters building is located at the center of the project site and is surrounded by paved pedestrian walkways and landscaped areas with various non-native ornamental species. A three-story Annex building is located northeast of the Headquarters building. Surface parking lot areas occupy the perimeter of the project site on the east, west, and south sides. The surface parking lot areas are asphalt paved, with a total of 1,218 parking spaces. The east and west parking areas are used for employee parking. The south parking area includes visitor and disabled access parking, electrical vehicle charging stations, and reserved parking for LACDPW Administration. In addition, there is an existing two-level parking structure located at the northeast corner of the project site, which provides a total of 390 parking spaces for employee and County vehicles. A vehicle maintenance area is located to the west of the parking structure and includes a fueling station with two 10,000-gallon USTs containing unleaded fuel, electric vehicle charging stations, and approximately 73 parking spaces for County vehicles. In addition, an existing emergency power generator with a 2,000-gallon diesel fuel tank is located in an enclosed area on the east side of the Headquarters building.

The perimeter of the project site is secured with wrought iron fencing. Access to the project site is provided by four gated driveways, two on Orange Street and two on Date Avenue. The east gate on Orange Street serves as the primary entrance to the facility for employees and visitors, and is also used for deliveries to the adjacent commercial development located north of the project site. The other three gates are closed the majority of the time for security reasons, except for short periods in the morning, lunch, and evening hours for employee use. The surface parking lot areas are generally full during regular business hours. The first level of the onsite parking structure is generally full during regular business hours, however the top level is under utilized.

The regular business hours for the LACDPW Headquarters facility are Monday through Thursday, from 6:30 a.m. to 5:30 p.m. However, the facility is open and accessible seven days a week.

Figure 1-2. Project Site Map

1.5 PROPOSED PROJECT

The Proposed Project would be implemented in two distinct sequential phases to minimize the impact to the LACDPW Headquarters facility.

Phase I – LACDPW Headquarters Building Seismic Retrofit

The proposed retrofit of the Headquarters building would provide the building with an external earthquake protection system designed to preserve the building's structural integrity through a seismic event. The proposed seismic retrofit consists of a cable-stayed structural system of corner columns and cables on all four elevations. The LACDPW selected Black & Veatch (B&V) to design a seismic retrofit for the building. From the alternatives developed and evaluated by B&V, the LACDPW selected an external cable-stayed system for the retrofit based on two factors:

1. This retrofit scheme would have the least operational impacts to the building users internally, and;
2. It is the most economical and cost effective approach.

The proposed cable-stayed system design is comprised of a singular structural column at each corner of the building that is structurally connected at each floor corner, tied together by tension cables. The cable-stayed system would provide rigidity to the existing building structure and reduce inter-story drift during an earthquake. The proposed structural system is consistent with the state-of-the-art techniques for analysis and retrofit of buildings with SMRF connections, as well as structures with cable-stayed systems that resist lateral loads. The LACDPW also evaluated the architectural design from an aesthetic standpoint. The LACDPW's final peer review concluded that the design intent of the cable-stayed system is valid, and that the final design would complement and conform to the existing modernist building architecture. The perimeter of the retrofitted Headquarters building would be landscaped with terraced levels paralleling the architectural curbing. The landscape design would accent the south and west entries of the building, and provide spaces for people to gather. The landscape would make use of drought tolerant vegetation and would provide shade from strategically placed specimen trees. Hardscape consisting of a combination of flamed stone, and colored, textured concrete would open up the main entrance to the Headquarters building on the south side. Raised planters would be placed to protect the entrance from vehicle trespass and to enhance the visual quality of the entrance. A reflecting pool is proposed at the south entrance, which would be located in between landscaped desert date palms that would be planted to the east and west of the entrance. Figure 1-3 provides an artist's rendering of the appearance of the building following completion of the retrofit project.

Phase II – LACDPW Headquarters Parking Lot Renovation

The renovated parking lot would provide improved parking, access, and circulation for the facility, and incorporate and demonstrate simple and economical methods to reduce pollution from stormwater and urban runoff. The major components of the parking lot renovation include:

- reconstructing, expanding, and reconfiguring the existing asphalt paved parking lot areas;

- modifying and expanding the on-site storm drainage system to include an underground water filtration and storage system which would collect, treat, and retain stormwater runoff for landscape irrigation reuse;
- landscaping and irrigation improvements, including planting trees to shade the parking lot and constructing vegetated swales to capture, filtrate, and percolate surface runoff to the underlying soils on site;
- Upgrading the security lighting in the parking lot areas and constructing an outdoor seating area north of the Headquarters building for staff and public use.

Table 1-1 includes the primary design features of the proposed parking lot renovation.

The proposed parking lot renovation would include all the surface parking lot areas. As part of the proposed parking lot renovation, the existing southern driveway on Date Avenue would be eliminated to maximize available onsite parking. The existing electric vehicle charging stations located in the south parking lot area would remain in place. No changes in parking design features at any off-site facilities (including on-street parking spaces) are proposed as part of the parking lot renovation.

The parking lot improvements would be constructed in stages to minimize the impact to the facility. During construction, visitor and disabled access parking would be continuously provided in the LACDPW headquarters parking lot. In addition, off-site parking would be leased directly across Orange Street at the Alhambra Campus to allow for construction of the parking lot improvements and to compensate for the loss of employee parking during construction. Once completed, the renovated parking lot areas would provide improved parking, access, and circulation for the facility and incorporate a variety of BMPs to help reduce pollution from stormwater and urban runoff, while maintaining current and projected operational, functional, and security needs of the facility.

Table 1-1 Major Components of the Parking Lot Renovation

Renovation Feature	Description
Parking Lot Reconstruction	The asphalt paved parking lot areas will be reconstructed, expanded, and reconfigured to provide more efficient parking, access, and circulation.
Porous Pavement	Porous pavement, consisting of pervious portland cement concrete and/or porous asphalt concrete, will be used in a portion of the east parking lot area to increase the retention and percolation of stormwater runoff to the underlying soils on-site and to reduce the downstream flooding potential.
Vegetated Swales	Vegetated swales will be provided between parking rows at various locations throughout the parking lot to collect surface runoff and allow for additional on-site ground percolation to reduce surface runoff and flooding potential. The swales will be lined with rock and planted with native and drought tolerant turf, shrubs, and trees and will serve as an initial filtration system to trap debris and remove pollutants from the surface runoff. Catch basin inlets will be provided at the ends of the swales to direct excess runoff to the underground filtration system.
Stormwater Filtration System	A passive flow-through filtration system will be provided at the downstream end of the parking lot near the west driveway on Orange Street to collect and treat surface runoff from the entire site. The filtration system will consist of a high-flow bypass which will direct flows to a filtration vault, and overflows to the existing storm drain system on Orange Street. The filtration vault will have a minimum capacity of 2.7 cfs to handle the peak flow from the first ¾ inches of rainfall (first flush). The vault will be equipped with various filters to trap and remove sediments and pollutants (oil and grease, hydrocarbons, dissolved metals, organics, and nutrients). The filtered or treated runoff will be stored in an adjacent underground stormwater holding tank for landscape irrigation reuse or will be discharged into the existing 21-inch drain pipe on Orange Street if the holding tank is at maximum capacity.
Underground Stormwater Holding Tank	An underground stormwater holding tank will be constructed adjacent to the stormwater filtration system to collect and store the first ¾ inch of treated runoff coming from the filtration vault. Using the County's SUSMP Manual for calculating the amount of runoff from a ¾- inch rain based on the proposed condition, approximately 26,704 cubic feet of rainfall must be treated and retained onsite. The proposed holding tank will have a capacity of 30,000 cubic feet and will store the treated runoff for landscape irrigation reuse.
Catch Basin Filters	Catch basin inlet structures in the parking lot will be equipped with filter devices to remove and contain sediment, debris, trash, and petroleum hydrocarbons from the runoff. In addition, some heavy metals will be removed by virtue of being attached to the silt fines. Runoff collected by the catch basins will be directed to the onsite stormwater filtration system for additional filtration.
Irrigation System and Pump	The existing irrigation system will be upgraded and expanded for increased efficiency and water conservation and to accommodate the proposed landscaping improvements. Treated runoff from the underground stormwater holding tank will be used for irrigation of the landscaping in the parking lot areas. A pump will be provided to supply treated runoff to the irrigation system. A domestic water connection will be provided to supplement the system and to provide potable water when the treated runoff in the holding tank is depleted. Signage will be provided to identify the use of treated runoff for onsite landscaping irrigation and to prohibit drinking of this water.
Landscaping	Canopy trees will be planted throughout the parking lot and around the Headquarters building to provide increased shading and to reduce air pollution. In addition, the canopy shade trees will reduce glare and reflected heat to the Headquarters building, and consequently reduce the air conditioning of the building. Planted areas will have concrete curbs installed flush with the adjacent paving to protect the surrounding paving and to direct surface runoff into vegetated swales and other planted areas. A variety of both ornamental and native drought tolerant plantings will be utilized for the onsite landscaping improvements.
Outdoor Seating Area	An outdoor seating area with pedestrian walkways and scattered picnic tables and benches will be developed in the landscaped area north of the Headquarters building for staff and public use.
Pedestrian Walkways	Designated pedestrian walkways will be provided throughout the parking lot for improved pedestrian access, circulation, and safety.
Monitoring Stations	Monitoring stations will be installed at various locations throughout the parking lot to monitor the effectiveness of the various BMPs.
Parking Lot Lighting	The existing security lighting throughout the parking lot will be upgraded with new energy-efficient security lighting consisting of 400W metal hallide luminaries on 25-foot poles. The new security lighting will utilize approximately 25% less energy and produce greater foot-candle light levels.
3-D Model	A three-dimensional model of the site illustrating the various BMPs incorporated in the renovated parking lot will be provided and made available in the Headquarters building lobby to serve as an educational interpretive tool for visitors, vendors and outside agencies.

Source: (County of Los Angeles, 2002)

Figure 1-3
Artist's Rendering of Completed Retrofit Project

1.5.1 Construction Schedule

The LACDPW Headquarters facility would remain open during construction of the Proposed Project. The Proposed Project would be constructed in two sequential phases to minimize the impact to the facility. Phase I would include the seismic retrofit of the Headquarters building, which is expected to last up to 66 weeks. Phase II would include the renovation of the parking lot areas, which is expected to last up to 39 weeks. As a result of the construction phasing schedule, construction activities associated with the building seismic retrofit and parking lot renovation would not overlap. Therefore, potential air quality, noise and vibration, and traffic and circulation impacts are analyzed individually for each phase of the Proposed Project.

Phase I – LACDPW Headquarters Building Seismic Retrofit

The construction period for the building seismic retrofit is expected to last approximately 66 weeks. Construction for the Headquarters building retrofit would begin with general site preparation and basement and pylon base demolition and concrete work at each building corner, along with erection of the pylons. At the same time, rebar and structural steel and cable fabrication would take place both on and off site to strengthen slab corners and columns. Completion activities would include the installation of staying cables and cladding, followed by landscaping around the building perimeter. Note that these activities overlap to some extent. Exterior construction activities would occur Monday through Saturday, from 7:00 a.m. 8:00 p.m. Interior construction activities could occur during off-hours and on weekends from Thursdays at 5:00 p.m. to Sunday mornings.

Construction equipment to be used at the site would include cranes, fork lifts, generators, compressors, backhoes, front-end loaders, dump trucks, rollers, welding equipment, light and heavy duty trucks, a crane and auger for pile drilling, concrete trucks and concrete pumps. Onsite staging of construction equipment to the immediate west and east of the Headquarters building may result in a loss of up to 100 available parking stalls during construction. LACDPW would be leasing off-site parking directly across Orange Street at the Alhambra Campus to compensate for the loss of employee parking during construction. Visitor and disabled access parking would continuously be provided in the LACDPW headquarters parking lot during the construction period. Construction personnel would be required to use the off-site parking across Orange Street at the Alhambra Campus for their personal vehicles. Approximately 40 construction personnel are expected to work at the site each day.

Table 1-2 provides a list of the anticipated construction activities and equipment for the proposed seismic retrofit phase of the Proposed Project. The most intensive use of construction equipment is expected to take place during the overlapping construction activities of basement demolition, basement concrete work, and pylon base concrete work. These activities would last approximately three months in total. These overlapping construction activities represent the worst-case day scenario, used to calculate maximum short-term air quality, noise and traffic construction impacts during the proposed Headquarters building seismic retrofit phase of the Proposed Project.

Table 1-2
Anticipated Construction Activities and Equipment
for the Proposed Headquarters Building Seismic Retrofit

Construction Activity Equipment	Number of Equipment Vehicles	Daily Operational Hours
Basement Concrete Demolition		
Dump Trucks	4	6
Backhoe	1	6
Front End Loader	1	6
Compressor	1	6
Flat Bed/Semi Trucks	2	6
Generator	1	6
Compressor	1	6
Basement Concrete Work		
Concrete Pumper	1	6
Concrete Trucks	4	6
Flat Bed/Semi Trucks	2	6
Concrete Finisher	1	6
Pylon Base Concrete Work/Landscaping		
Crane	1	6
Auger	1	6
Flatbed/Semi Trucks	2	6
Concrete Trucks	2	6
Concrete Finisher	1	6

Source: Parsons

Phase II – LACDPW Headquarters Parking Lot Renovation

The proposed parking lot renovation work would be constructed following completion of the proposed Headquarters building seismic retrofit work. The parking lot improvements would be constructed in four to six stages, with each stage lasting approximately 30 to 45 calendar days, to maintain adequate parking and to minimize the impact to the facility during the construction period. The parking lot areas would remain open during construction, except for the portion being renovated during each stage. In addition, LACDPW would be leasing off-site parking directly across Orange Street at the Alhambra Campus to allow for construction of the parking lot improvements and to make up for the loss of employee parking during construction. A construction staging plan would be prepared based on the available off-site parking. Visitor and disabled access parking would continue to be provided in the LACDPW headquarters parking lot during the construction period. Construction personnel would be required to use the off-site parking across Orange Street at the Alhambra Campus for their personal vehicles. A maximum of 50 construction personnel are expected to work at the site each day. Construction activities for the parking lot renovation would occur Monday through Saturday, from 7:00 a.m. 8:00 p.m.

Construction of each stage would begin with demolition of the existing parking lot improvements, including removing and recycling the existing asphalt paving on-site for reuse as base material for the reconstructed parking lot areas. Trenching for new utilities (power, water, gas, sewer, and storm drain) and any necessary utility relocations and repairs would follow the demolition work. Minor grading would be required to prepare the parking lot areas for the new asphalt paving, including export of excess soil material. Site finishing, including installing the new asphalt paving, security lighting, irrigation, and landscaping would complete the construction activities. These construction activities may overlap to some extent. Construction permits would be obtained from the City of Alhambra for any work within the street right of way.

Table 1-3 provides a list of the anticipated construction activities and equipment for the proposed parking lot renovation phase of the Proposed Project. The most intensive use of construction equipment during each stage of the parking lot renovation is expected to take place during the demolition operations. Each stage of the parking lot renovation would include the same construction activities, except for the first stage which would include the installation of the underground stormwater filtration and storage system. It is anticipated that the second stage of construction would begin while the installation of the underground stormwater filtration and storage system is still being completed. Therefore, the worst-case day scenario used to calculate maximum short-term air quality, noise and traffic construction impacts during the parking lot renovation would be the overlapping demolition activities of the second stage and the site finishing activities of the first stage.

Table 1-3
Anticipated Construction Activities and Equipment for the Proposed Parking Lot Renovation

Construction Activity Equipment	Number of Equipment Vehicles	Daily Operational Hours
Demolition		
Dozer	1	4
Front End Loader	1	6
Backhoe	1	6
Concrete/Asphalt Saw	1	6
Excavator	1	6
Semi Dump-Truck	2	4
Water Truck	1	4
Underground Utilities Installation/Relocation		
Backhoe	1	6
Trencher	1	6
Semi Dump-Truck	1	4
Flatbed Truck	2	3
Air Compressor	1	4
Crane	1	4
Site Preparation/Grading		
Backhoe	1	6
Asphalt Grinder	1	4
Loader	1	6
Semi Dump-Truck	2	4
Grader	1	4
Roller	1	3
Compactor	1	3
Water Truck	1	3
Site Finishing/Asphalt/Landscaping		
Paver	1	6
Fork Lift	1	4
Flatbed Truck	1	4
Paint Spray Truck	1	6

Source: Parsons

1.6 SUMMARY OF FINDINGS

Based on the findings of the preliminary environmental analysis in Section 3 of this Initial Study, the proposed LACDPW Headquarters Building Seismic Retrofit and Parking Lot Renovation Project was found to have less than significant impacts on aesthetics, air quality, geology and soils, hazards and hazardous materials, noise, and transportation and traffic. The Proposed Project was determined to have "less than significant impacts with mitigation incorporation" on cultural resources. The impact of the Proposed Project on the surrounding environment and adjacent uses would be minimal.

Mitigation measures have been developed to ensure that potential adverse impacts resulting from the Proposed LACDPW Headquarters Building Seismic Retrofit and Parking Lot Renovation Project are mitigated to levels considered less than significant. These measures would be incorporated into the Proposed Project. They include the following:

Cultural Resources

A cultural resources response procedure would be implemented for construction activities involving earthwork so that in the event that any archaeological or paleontological resources are discovered during construction, construction would cease and the resources evaluated by a qualified specialist. Any resources would receive the appropriate treatment measures to ensure proper documentation, recovery, and curation as necessary.

SECTION 2

INITIAL STUDY CHECKLIST

The Environmental Checklist and discussion of potential environmental effects were completed in accordance with Section 15063(d)3 of the California Environmental Quality Act Guidelines, 1999, to determine if the Proposed Project may have any significant effect on the environment.

A brief explanation is provided for all determinations. A "No Impact" or "Less Than Significant Impact" determination is made when the project will not have any impact or will not have a significant effect on the environment for an issue area, based on a project-specific analysis. No conclusions of "Potentially Significant Impact" were made for this project. Twelve "Less than Significant Impact" determinations were made. Two conclusions of "Less Than Significant With Mitigation Incorporation" were made for this project; therefore, mitigation measures would be required and incorporated as part of the Proposed Project.

CEQA ENVIRONMENTAL CHECKLIST FORM AND INITIAL STUDY

1. Project Title:	Los Angles County Department of Public Works Headquarters Building Seismic Retrofit and Parking Lot Renovation Project
2. Lead Agency Name and Address:	County of Los Angeles Department of Public Works 900 South Fremont Avenue, 5th Floor Alhambra, CA 91803-1331
3. Contact Persons and Phone Numbers:	Massood Eftekhari (Bldg. Retrofit) (626) 300-3205 Gil Garcia (Parking Lot Renovation) (626) 300-2310
4. Project Location:	900 South Fremont Avenue Alhambra, CA 91803-1331
5. Project Sponsor's Name and Address:	County of Los Angeles Department of Public Works 900 South Fremont Avenue Alhambra, CA 91803-1331
6. General Plan Designation:	Office-Professional
7. Zoning:	PO Professional Office
8. Description of Project:	The County of Los Angeles proposes to seismically upgrade the Public Works Headquarters building and renovate the parking lot to comply with the County of Los Angeles Standard Urban Stormwater Mitigation Plan (SUSMP) requirements to reduce pollution from stormwater and urban runoff.
9. Surrounding Land Uses and Setting:	The project site is surrounded by mixed manufacturing and commercial uses.
10. Other agencies whose approval is required:	County of Los Angeles Department of Regional Planning

County of Los Angeles Fire Department

City of Alhambra Fire Department

City of Alhambra Department of Public Works

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following page.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☑ Cultural Resources	☐ Geology /Soils
☐ Hazards & Hazardous Materials	☐ Hydrology /Water Quality	☐ Land Use /Planning
☐ Mineral Resources	☐ Noise	☐ Population /Housing
☐ Public Services	☐ Recreation	☐ Transportation /Traffic
☐ Utilities /Service Systems	☐ Mandatory Findings of Significance	

Determination: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature — May 20, 2003 — Date

Massood Eftekhari — Printed Name

L.A. County Public Works. — For

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. Aesthetics. Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. Agriculture Resources. In determining whether impacts to agriculture resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X
III. Air Quality: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				X
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?				X
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provision of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site of unique geologic feature?		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?				X
VI. Geology and Soils. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				X
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VII. Hazards and Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
VIII. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements?				X

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X
IX. Land Use and Planning. Would the project:				
a) Physically divide an established community?				X

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
X. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XI. Noise. Would the project result in:				
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. Population and Housing. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
XIII. Public Services. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?				X
b) Police protection?				X
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X
XIV. Recreation.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. Transportation/Traffic. Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c) Results in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?			X	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
XVI. Utilities and Service Systems. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
XVII. Mandatory Findings of Significance.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X
NOTE: Authority cited: Section 21083, Public Resources Code; Reference: Section 21001 and 21068, Public Resources Code.				

SECTION 3

DISCUSSION OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This Initial Study has been prepared for the proposed construction of the LACDPW Headquarters Building Seismic Retrofit and Parking Lot Renovation Project, as described in Subsection 1.5. The evaluation of the Proposed Project is provided in Subsections 3.1 through 3.17.

3.1 AESTHETICS

Would the project:

a) Have a substantial adverse effect on a scenic vista?

No Impact. No scenic views in the area would be adversely affected by the Proposed Project. The Proposed Project area is relatively flat, with the San Gabriel Mountains serving as a scenic backdrop. The project site and its surroundings are fully developed with commercial and industrial uses. The 13-story Headquarters building is the only building of such height and nature in the surrounding area and is a unique visual resource in the surrounding community. Residences and other commercial and industrial land uses in the vicinity of the project site have a view of the Headquarters building. The proposed retrofit of the building would substantially change the appearance of the building by adding large support pylons on each corner of the structure, and an exterior network of connecting cables between them. The overall effect would be the existing building surrounded by a cable network, almost as if it were suspended by the cable-stay system. The changed appearance of the building is not considered to be an adverse impact because the existing building does not exhibit any significant architectural qualities of unique design or historical value. Furthermore, improved landscaping surrounding the building would enhance the building's appearance.

The proposed Headquarters building retrofit and parking lot renovation would visually enhance the project site by increasing the number of trees and landscaped areas around the building and throughout the parking lot. The Proposed Project is located in a developed, urban area and would not impose upon any scenic vista. The Proposed Project would not interupt views of the mountains or otherwise impact any scenic vista. Therefore, no significant impacts to scenic vistas would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The project site is void of any historic buildings, rock outcroppings or other unique natural visual resources. The proposed parking lot renovation would require the removal of some small and mature non-native trees in the south and west sides of the parking lot. However, the Proposed Project would visually enhance the existing parking lot by increasing the number of trees and landscaped areas around the building and throughout the parking lot. No rare plant species would be removed or impacted by the Proposed Project. The project site is not located along or within view of a state scenic highway. No substantial damage to scenic resources would occur with implementation of the Proposed Project.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The Proposed Project is located in a fully developed urban area. As stated above, the 13-story Headquarters building is the only building of such height and nature in the surrounding area and is a unique visual resource in the surrounding community. Residences and other commercial and industrial land uses in the vicinity of the project have a view of this building. The proposed retrofit of the building would substantially change the appearance of the building by retrofitting it with an exterior cable-stayed system consisting of large pylons and an interconnecting cable system. The changed appearance of the building would substantially change the visual character of the site, however it would not degrade the visual quality of the site because the existing building does not exhibit any significant architectural qualities, nor is its use or surrounding land use to be altered. In addition, as stated above, the improved landscaping surrounding the building would enhance the exterior of the structure.

The proposed parking lot renovation would visually enhance the project site by increasing the number of trees and landscaped areas. In addition, an outdoor seating area with picnic tables and benches would be provided for staff and public use in the landscaped area north of the headquarters building. The Proposed Project would significantly improve the aesthetic appearance of the parking lot and would not substantially degrade the existing visual quality of the project site.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The proposed seismic retrofit of the Headquarters building would not result in any new sources of light or glare at the site. The proposed parking lot renovation would include upgrading the existing outdoor security lighting system with new, more energy efficient light standards. The new security lighting may increase the existing nightime light levels

throughout the project site, but would not adversely affect nightime views in the area. In addition, canopy shade trees would be planted throughout the renovated parking lot to reduce glare and reflected heat to the Headquarters building. The Proposed Project would not create a new source of light that would adversly impact day or nightime views in the area.

3.2 AGRICULTURE RESOURCES

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. There are no farmlands located at the project site or in the immediate area. The Proposed Project would not result in any effects on farmlands.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is not zoned for agriculture, nor is it subject to a Williamson Act contract. The Proposed Project would not result in any conflicts with existing zoning or a Williamson Act contract.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. The Proposed Project would not result in any changes that would convert farmland to nonagricultural use.

3.3 AIR QUALITY

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The Proposed Project would not result in any conflict with, or obstruction of the objectives or implementation of the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact. The air quality impacts were evaluated using criteria in the SCAQMD "CEQA Air Quality Handbook" (SCAQMD, 1993). The significance threshold criteria are shown on Table 3-1.

Table 3-1
SCAQMD Air Quality Impact Significance Thresholds

Project Phase	Air Contaminant (lbs/day)				
	CO	ROC	NO_x	SO_2	PM_{10}
Construction	550	75	100	150	150
Operation	550	55	55	150	150

Project Phase	Air Contaminant (tons/quarter)				
	CO	ROC	NO_x	SO_2	PM_{10}
Construction	24.75	2.5	2.5	6.75	6.75

Source: SCAQMD, 1993
CO - Carbon Monoxide; ROC - Reactive Organic Compounds, NO_x - Nitrogen Oxides; SO_2 - Sulfur Dioxide; PM_{10} - Particulate Matter; lbs/day - pounds per day

Construction

The Proposed Project would be constructed in two sequential phases to minimize the impact to the facility. Phase I would include the seismic retrofit of the Headquarters building, which is expected to last up to 66 weeks. Phase II would include the renovation of the parking lot areas, which is expected to last up to 39 weeks. As a result of the construction phasing schedule, construction activities associated with the building seismic retrofit and parking lot renovation would not overlap. Therefore, air pollutant emission calculations were performed separately for each of the two phases of the Proposed Project.

Phase I - Seismic Retrofit of the LACDPW Headquarters Building

The worst-case day for construction activities associated with the Headquarters building retrofit is anticipated to occur during the following overlapping construction activites: basement demolition, basement concrete work, and pylon base conscrete work activities. Air contaminant emissions during the worst-case period would result from the use of construction equipment and construction worker vehicles. During the construction activities, approximately 40 construction workers would be traveling to and from the project site on a worst-case day.

The worst-case day would occur when all construction equipment would operate on the same day (See Table 1-2 in Section 1.5.1 for the equipment list). The overall period of the overlap of these construction activities is not expected to

exceed three months throughout project construction, and a three month estimation was used to calculate worst-case quarterly air emissions. Table 3-2 demonstrates that the SCAQMD worst-case daily and quarterly significance thresholds at project site would not be exceeded during construction of the Headquarters building seismic retrofit. Therefore, the construction impacts at this site would be less than significant, and because of their short duration, would not add to long-term air pollution problems. Appendix A provides the detailed calculations of the estimated construction emissions resulting from the anticipated equipment use, site disturbance, and manpower requirements.

Table 3-2
Estimated Worst-Case Daily and Quarterly Air Contaminant Emissions from Headquarters Building Seismic Retrofit Construction Activities

Worst Case Daily	**Air Contaminant (lbs/day)**				
	CO	**ROC**	**NO_x**	**SO_x**	**PM_{10}**
Total Construction Emissions	104.2	68.1	94.5	6	15.9
Significance Threshold Levels	550	75	100	150	150
Significance Threshold Exceeded?	No	No	No	No	No

Worst Case Quarterly	**Air Contaminant (tons/quarter)**				
	CO	**ROC**	**NO_x**	**SO_2**	**PM_{10}**
Total Construction Emissions	3.06	0.55	3.54	0.23	0.32
Significance Threshold Levels	24.75	2.5	2.5	6.75	6.75
Significance Threshold Exceeded?	No	No	No	No	No

Source: Parsons, 2003

CO - Carbon Monoxide; ROC - Reactive Organic Compounds, NO_x - Nitrogen Oxides; SO_2 - Sulfur Dioxide; PM_{10} - Particulate Matter; lbs/day - pounds per day

Phase II - Renovation of the LACDPW Headquarters Parking Lot

The worst-case day for construction activities associated with the parking lot renovation would occur during demolition and site finishing/asphalt/landscaping activities. Each stage of the parking lot renovation would include the same types of construction activities, except for the first stage which would include the installation of the underground stormwater filtration and storage system. It is anticipated that the second stage of construction would begin while the installation of the underground stormwater filtration and storage system is still being completed. Therefore, the worst-case day scenario used to calculate maximum air quality impacts during the parking lot renovation is the overlapping demolition activities of the second stage and the site finishing/asphalt/landscaping activities of the first stage. Air contaminant emissions during the worst-case period would result from the use of construction equipment and construction worker vehicles. During the construction activities, approximately 50

construction workers would be traveling to and from the project site on a worst-case day. This is additionally taken into account in calculating construction air emissions.

The worst-case day would occur when all construction equipment for demolition activies and site finishing/asphalt/landscaping would operate on the same day (See Table 1-3 in Section 1.5.1 for the equipment list). Table 3-3 demonstrates that the SCAQMD significance thresholds at the project site would not be exceeded during construction of the proposed parking lot renovation. Therefore, the construction impacts at the project site would be less than significant and, because of their short duration do not add to long-term air pollution problems. Appendix A provides detailed calculations of the estimated construction emissions resulting from the anticipated equipment use, site disturbance, and manpower requirements.

Table 3-3
Estimated Worst-Case Daily and Quarterly Air Contaminant Emissions from Proposed Parking Lot Renovation Construction Activities

Daily Worst-Case	**Air Contaminant (lbs/day)**				
	CO	**ROC**	**NO_x**	**SO_x**	**PM_{10}**
Total Construction Emissions	49.5	11.4	61	4.5	4.5
Significance Threshold Levels	550	75	100	150	150
Significance Threshold Exceeded?	No	No	No	No	No

Quarterly Worst-Case	**Air Contaminant (tons/quarter)**				
	CO	**ROC**	**NO_x**	**SO_x**	**PM_{10}**
Total Construction Emissions	5.8	1.3	2.4	0.2	0.2
Significance Threshold Levels	24.8	2.5	2.5	6.8	6.8
Significance Threshold Exceeded?	No	No	No	No	No

Source: Parsons, 2003
CO - Carbon Monoxide, ROC - Reactive Organic Compounds, NO_x - Nitrogen Oxides, SO_x - Sulfur Dioxide, PM10 - Particulate Matter, lbs/day - pounds per day

Operation

Operation of the Proposed Project would not result in any increase in building occupancy, traffic or other sources of air pollutants at the project site. No significant impacts to air quality are anticipated to result from implementation of the Proposed Project.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

No Impact. The Los Angeles area is classified as a non-attainment area for ozone, carbon monoxide and particulate matter. The short-term increase in emissions of these pollutants that would be attributed to the construction of the Proposed Project would not exceed federal or state standards, nor would they be considered cumulatively considerable.

d) Expose sensitive receptors to substantial pollutant concentrations?

No Impact. There are no sensitive receptors identified in the project site vicinity.

e) Create objectionable odors affecting a substantial number of people?

No Impact. No activities would occur as a result of the Proposed Project that would have the potential to cause odor impacts during construction and operations at the project site. Therefore, adverse odor impacts would not be expected to occur.

3.4 BIOLOGICAL RESOURCES

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The project site is located within a highly urbanized environment. The project site does not contain any protected habitat areas or wetlands, and is not known to serve as habitat for any listed species. Implementation of the Proposed Project is not expected to directly or indirectly affect any candidate, sensitive, or special-status species or their habitats. No impacts are anticipated.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. No riparian habitat is present on the project site. The project site is located in a highly urbanized area. No sensitive terrestrial natural plant communities are known to be present at the subject property. Therefore, there is no potential for adverse effects on riparian habitat or other sensitive natural communities resulting from the Proposed Project.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. There are no legally defined wetlands on or near the project site, and construction activities would not occur on any federally protected wetlands. Therefore, there would be no adverse impacts to wetlands as a result of the Proposed Project.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The project site is located in an urbanized area that does not provide habitat for any native resident or migratory fish or wildlife species. No protected plant species or sensitive habitats would be removed or impacted. No impacts to migratory wildlife corridors or nurseries would result from the Proposed Project.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The Proposed Project site does not contain biological resources that are subject to local policies or ordinances. The trees on-site include Melaleuca trees (Melaleuca spp), London Plane trees (Platanus acerifolia), Western Sycamore trees (*Platanus racemosa),* Crape Myrtle trees (Lagerstroemia indica), and Liquidambar trees (Liquidambar styraciflua). The other vegetation on-site consists primarily of daylilies (Hemerocallis spp.), lily of the Nile (Agapanthus spp.), geranium (Pelargonium spp.), honeysuckle (Lonicera spp.) and hawthorn shrubs (India hawthorn). The existing landscaping around the perimeter of the headquarters building and in the parking lot would be removed for construction of the Proposed Project. However, new landscaping would be provided for the headquarters building and the parking lot as part of the Proposed Project. None of the existing vegetation or trees on-site are protected by any local ordinance or tree preservation policy. No protected plant species would be removed or impacted by the Proposed Project. Therefore, there would be no impacts to protected species.

f) Conflict with the provision of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Proposed Project location does not contain biological resources that are managed under any conservation plan. Therefore, the Proposed Project would not result in any conflicts with conservation plans.

3.5 CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. Numerous commercial and residential buildings with potential architectural and historical significance have been identified in the City of Alhambra (Johnson Heumann Research Associates, 1985). However, no historic resources are present on the project site, or adjacent to the project site (City of Alhambra, 1985). The Proposed Project would not result in any adverse change to historical resources in the area.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant With Mitigation Incorporation. No sites of archaeological significance are known or suspected to exit within the City of Alhambra (City of Alhambra, 1987). Therefore, the potenital for encountering subsurface cultural materials during project construction is low. However, to mitigate potential impacts to archaeological resources that may be buried beneath the project site, the LACDPW will ensure that the mitigation measure described herein is implemented:

Mitigation Measure. In the event any archaeological materials are excavated during earthwork and grading activities, the construction contractor will cease activity in the affected area until the discovery can be evaluated by a qualified cultural resources specialist (archaeologist), and appropriate treatment measures, if necessary, are implemented. With incorporation of this mitigation measure into the Proposed Project, potentially significant effects on archaeological resources will be mitigated to a less than significant level.

c) Directly or indirectly destroy a unique paleontological resource or site of unique geologic feature?

Less Than Significant With Mitigation Incorporation. The project site has historically been disturbed and the proposed construction at the site would not be expected to destroy any paleontological resources or alter any unique geologic features not previously disturbed. However, in the event that paleontological resources are encoutered during project construction, implementation of the following mitigation measure would ensure less than significant impacts to paleontological resouces.

Mitigation Measure. In the event any paleontogical materials are excavated during earthmoving activities, the construction contractor will cease activity in the

affected area until the discovery can be evaluated by a qualified cultural resources specialist (paleontologist), and appropriate treatment measures, if necessary, are implemented. With incorporation of this mitigation measure into the Proposed Project, potentially significant effects on archaeological resources will be mitigated to a less than significant level.

d) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. The Proposed Project would not be expected to encounter any human remains as a result of excavation activities.

3.6 GEOLOGY AND SOILS

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The project is not located within an Alquist-Priolo Special Studies or Earthquake Fault Zone (California, State of, 1977). No known active faults exist on the project site or are known or suspected to traverse the City of Alhambra (City of Alhambra, 1987). Therefore, ground rupture due to fault movement is not anticipated in the project area**.**

ii) Strong seismic ground shaking?

Less Than Significant Impact. Although no faults are known to cross the project vicinity, seismic activity from several major faults within the southern California region, including the San Andreas fault located approximately 25 miles north of the project site, would have the potential to cause substantial damage in the event of a major earthquake.

The purpose of the Proposed Project is to retrofit the existing Headquarters building to rennovate certain construction-related weld stress fracturing that was observed after a post-1994 Northridge Earthquake seismic evaluation of the building, and to improve the building's resistance to seismic events. Earthquake-related hazards cannot be avoided in the southern California region, however the intent of the proposed building retrofit is to reduce the risk and exposure of people to impacts from seismic ground shaking. Therefore, the Proposed Project would not result in adverse impacts.

iii) Seismic-related ground failure, including liquefaction?

No Impact. In October 2002, geotechnical studies were conducted for both the Headquarters building seismic retrofit and parking lot renovation phases of the Proposed Project. The geotechnical study for the Headquarters building seismic retrofit was conducted by Geomatrix Consultants and the geotechnical study for the surface parking lot retrofit was conducted by Converse Consultants. Both studies found that the project site does not fall within a liquefaction Seismic Hazard Zone as defined by the State of California Official Hazard Maps, and therefore the site is not considered susceptible to liquefaction. Groundwater was not encountered at the project site within the 51-foot depth of exploration. Groundwater in the general area is expected to be deeper than 200 feet below ground surface (Converse Consultants, 2002). The soil characterization and depth of groundwater at the project site indicate that the site would not be subject to liquefaction in a seismic event. Furthermore, the Proposed Project involves the seismic retrofit of an existing, operating building. The Proposed Project would reduce the potential for future seismic damage to the Headquarters building, and would not increase the risk or exposure of people to impacts from seismic-related ground failure, including liquefaction.

iv) Landslides?

No Impact. The project site is not located in an area where there is a potential for earthquake-induced landslides. The regional topography is level with no significant hillside areas. Furthermore, the Proposed Project involves the seismic retrofit of an existing, operating building and the renovation of a surface parking lot. Thus, this project would not increase the risk or exposure of people to impacts from landslides.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The proposed seismic retrofit of the Headquarters building would require minimal excavation and ground disturbance. The parking lot renovation would be constructed in four to six stages to minimize the disruption to the facility. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared and implemented during construction of the parking lot renovation to minimize the potential for soil erosion and contamination of the stormwater runoff. Therefore, the Proposed Project would result in minimal exposure of topsoil and would not result in substantial soil erosion or loss of topsoil.

c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact. The geotechnical studies of the project site did not reveal unstable soil or other geological units that would potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse (Converse Consultants, 2002 and B&V, 2002). The Proposed Project involves the seismic retrofit of an existing and operating building, and the renovation of an existing parking lot. These activities are not expected to introduce increased risk to seismic events. Therefore, no adverse impacts are expected.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

No Impact. Soil from the site was tested to evaluate its expansion potential. The expansion index test was conducted in accordance with Uniform Building Code Standard 29-2, 1997. Based on the expansion index test result, the project site soil has very low expansion potential (Converse Consultants, 2002). Therefore, the Proposed Project would not be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Currently, the Headquarters building is connected to the existing sewer system, and the Proposed Project would not impact wastewater disposal facilities or the existing sewer system.

3.7 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Construction and operation of the proposed Headquarters building seismic retrofit would not involve the routine transport, use, or disposal of any hazardous substances. Construction of the proposed parking lot renovation would not involve the use of hazardous materials. The renovated parking lot would include an on-site underground water filtration and storage system to collect, treat, and retain stormwater runoff from the project site for landscape irrigation reuse. The filtration system would trap and remove sediments and pollutants (oil and grease, hydrocarbons, and dissolved metals). The operation and maintenance of the stormwater filtration system would result in the routine collection, transport, and disposal of some hazardous materials. The

quantities of hazardous materials generated by the underground filtration system would be minimal and would not pose a significant hazard to the public or environment.

In addition, a disinfection system would be installed as part of the stormwater filtration and storage system. The disinfection system would consist of a small pump that would inject chlorine solution in the holding tank to combat and reduce bacteria levels in the stored water that would be reused for landscape irrigation. The chlorine solution is similar to household bleaches and chlorine tablets used for swimming pools and is not considered hazardous. No more than 50 pounds of this material would be stored on-site at any one time.

The hazardous materials generated by the Proposed Project would be minimal, and subject to federal, state, and local health and safety requirements. The storage, handling and disposal of these materials would be subject to review by the Los Angeles County Fire Department, and handling of any hazardous materials would be in compliance with Article 80 of the California Fire Code. Operation of the renovated parking lot would comply with the State's Certified Unified Program Agency (CUPA) requirements through the Los Angeles County Fire Department's Health HazMat Division in regards to hazardous waste generation, use, and disposal, HazMat Release Response Plans and Inventory Programs. In handling chlorine, the LACDPW would adhere to standard handling and storage protocol developed by the Chlorine Institute to maximize safety of the general public. All stored hazardous materials would be secured in a designated area with appropriate warning signs and labels.

As part of the parking lot renovation, an operation and maintenance program would be developed and implemented for the underground water filtration and storage system to ensure that the system functions properly and that the generated hazardous materials are handled and disposed of in accordance with all applicable laws and regulations. No significant impacts related to the routine generation, storage or handling of hazardous materials are expected to occur during construction or operation of the Proposed Project. Therefore, no increase in public hazards would be expected to result from the Proposed Project.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. A hazardous materials survey of the Headquarters building was conducted by Levine Fricke in December of 2002, that revealed the potential presence of asbestos in the Headquarters building. All asbestos materials impacted by the building seismic retrofit work would be removed and disposed of in accordance with all applicable laws and regulations. Asbestos removal would be conducted in compliance with procedures set forth in Environmental Protection Agency Code of Federal Regulations (CFR) Title 40

Section 61, Part 61, Subpart M, including proper notification of removal activities, and implementation of proper emission control methods. No significant impacts to the public or the environment would result from asbestos removal or other activities associated with the proposed seismic retrofit of the Headquarters building.

The operation and maintenance of the stormwater filtration system in the renovated parking lot would generate some hazardous materials. An operation and maintenance program for the stormwater filtration system would be developed and implemented to ensure that the system operates properly and that the generated hazardous materials are handled and disposed of in accordance with all applicable laws and regulations. The hazardous materials collected on-site would not pose a significant hazard to the public. The construction and operation of the Proposed Project would not create a significant hazard to the public or environment through the release of hazardous materials into the environment.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The nearest school is located approximately 0.25 miles from the project site. The Proposed Project would not store or use hazardous materials that could significantly impact the public or environment. Therefore, no accidental explosion or release of toxic or hazardous substances would be expected to occur near existing or proposed schools as a result of the Proposed Project.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact. A search of available environmental records was conducted by Environmental Data Resources (EDR), an independent database review company. The records search included a review of available federal, state, and local environmental databases. These databases identify properties or locations that have had known releases of regulated substances, or which have had histories involving the use, storage, treatment, generation, disposal, or handling of hazardous substances. The records search meets the search requirements of ASTM Standard Practice for Environmental Site Assessments, E 1527-00. The search revealed that the project site is listed as a hazardous materials site in the HAZNET and UST databases. The UST database contains registered underground storage tanks (USTs) that are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). Two 10,000-gallon USTs containing unleaded fuel are located at the project site, in the vehicle maintenance area. In addition, an existing emergency power generator with a 2,000-gallon diesel fuel tank is located in an enclosed area on the east side of the Headquartes building. There are no reported leaks or violations for these tanks. The HAZNET database

contains hazardous waste manifests received each year by the State Department of Toxic Substances Control (DTSC). The HAZNET database records the following materials as being hauled off the project site to a transfer station: household waste, liquids with polychlorinated biphenyls > 50 mg/l, off-specification, aged or surplus organics, liquids with pH<UN - > 2, unspecified solvent mixture waste, and latex waste. There is no record of leaks, spills or other violations ocurring on the project site. Transport of these hazardous materials is conducted in compliance with applicable laws and regulations pertaining to hazardous materials. The transport of these materials off-site is not expected to have impacted the project site, or to have created a significant hazard to the public or environment.

A search of listed hazardous materials sites located within one mile of the project site was also conducted. The search revealed 92 hazardous sites, located within one mile of the project site. 73 sites listed as hazardous materials sites are located within one-quarter mile of the project site, none of which are located adjacent to the project property. Table 3-4 on the following page provides a summary of the search findings within one-quarter mile of the project site. It is likely that two of the total 73 listed sites located within one-quarter mile of the project site could have potentially impacted the project site. A former Sears facility located approximately 0.125 mile from the project site is recorded as leaking aluminum waste into on-site soil, and there is no record of remedial action in response to the leak. The second facility is a Costco store, located approximately 0.187 mile from the project site. This Costco store is recorded as a small quantity generator that leaked gasoline from a UST, which contaminated on-site soil. There is no remedial action recorded at the Costco site in response to this leak. Both of these facilities are located at an elevation equal to, or higher than the elevation at the project site. In reviewing the nature of the leaks at both sites and the distance of these sites from the project site, it is unlikely that either listed site has contaminated the project site. However, in the event that contamination is detected at the project site during construction activities, the following BMP would be implemented:

Work would be suspended or redirected until the area of the discovery can be investigated. If soil contamination is suspected, appropriate Health and Safety procedures would be implemented, and samples would be collected and tested for characterization of contaminants. If remediation is required, an abatement plan would be prepared and provided to the California Department of Toxic Substances Control.

Adherence to this BMP would ensure that the Proposed Project would not create a significant hazard to the public or the environment. Therefore, there would be no significant impacts.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use

airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The project site is not located within an airport land use plan. The Proposed Project would not result in any associated increase in safety hazards in the project area.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The project site is not located adjacent to any private airstrips. The Proposed Project would not result in any associated increase in safety hazards in the project area.

Table 3-4
Executive Summary of Database Search Findings for Hazardous Facilities within One-Quarter Mile of the Project Site

Database	Total Findings	Notes
Federal ASTM Standard		
RCRIS	13	Resource Conservation and Recovery Act database includes selected information on sites that generate, store, treat, or dispose of hazardous waste as defined by the Act. Source: U.S. EPA.
State ASTM Standard		
CHMIRS	3	California Hazardous Material Incident Report System contains information of reported hazardous material incidents. Source: California Office of Emergency Services
CORTESE	5	CORTESE database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. Source: California Environmental Protection Agency/Office of Emergency Information
LUST	5	Leaking Underground Storage Tank Incident Reports (LUST) database contains an inventory of reported leaking underground storage tank incidents. Source: State Water Resources Control Board Leaking Underground Storage Tank Information System
UST	1	This database contains registered USTs that are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). Source: State Water Resources Control Board's Hazardous Substance Storage Container Database
CA FID UST	5	The Facility Inventory Database contains active and inactive underground storage tank locations. Source: State Water Resources Control Board.
HIST UST	6	This database contains registered USTs dated 10/15/90 that are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). Source: State Water Resources Control Board's Hazardous Substance Storage Container Database
State or Local ASTM Supplemental		
HAZNET	35	This database contains hazardous waste manifests received each year by the State Department of Toxic Substances Control (DTSC)
Total Listings	**73**	**73 total listed facilities have been recorded within one-quarter mile of the project site.**

Source: (EDR, 2002)

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The Proposed Project would not result in any interference with existing emergency response or emergency evacuation plans for local, state or federal agencies. The Proposed Project would not require any street closures and would not obstruct access to the facility. All existing emergency points of access to the facility would remain unresricted during the proposed sesimic retrofit and parking lot renovation. Access for fire or police units responding to emergencies would not be impeded during any phase of the Proposed Project. The design plans and construction staging plan for the parking lot renovation would be prepared and submitted to the Fire Department for approval to ensure adequate emergency access is provided. No street closures would be required as part of the Proposed Project. Emergency procedures would not be adversely impacted by the Proposed Project.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The Proposed Project involves the retrofit of an existing building, and renovation of an exising parking lot in an urbanized area. No wildlands are present in the project vicinity. The Proposed Project would not result in any increase in exposure of people or structures to risk from wildland fires.

3.8 HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements?

No Impact. Stormwater runoff from the project site is currently collected by on-site catch basins and directed into the local storm drain system. The Proposed Project consists of the seismic retrofit of an existing building to meet current seismic safety standards and the renovation of an existing surface parking lot to comply with the County of Los Angeles Standard Stormwater Mitigation Plan (SUSMP) requirements in an effort to reduce stormwater runoff and pollution. Therefore, the operation of the Proposed Project would not violate any water quality standards or waste discharge requirements.

Construction of the Proposed Project would disturb an area greater than one acre and would be subject to the stormwater requirements under the General National Pollutant Discharge Elimination System (NPDES) Permit for Storm Water Discharges Associated with Construction Activities (General Permit) administered by the State Water Resources Control Board (SWRCB) through the local RWQCBs. Under Phase II of the General Permit which became effective

March 10, 2003, construction projects that will create a disturbed area greater than one acre are required to have a SWPPP approved by the SWRCB to reduce pollution of stormwater runoff from construction activities. An approved SWPPP would be implemented as part of the Proposed Project and would minimize impacts to water quality to a less than significant level. Therefore, the Proposed Project is not expected to violate any water quality standards or waste discharge requirements.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. Currently, the project site is served by an existing domestic water supply system from the City of Alhambra and there are no existing on-site or nearby wells. The geotechnical study conducted for the parking lot renovation did not encounter groundwater in any borings to the maximum explored depth of 51 feet below the ground surface. Groundwater in the general area is expected to be deeper than 200 feet (Converse, 2002).

The renovated parking lot would include a variety of BMPs, including vegetated swales and a section of porous pavement to increase the filtration, retention and percolation of stormwater runoff to the underlying soils on-site and reduce the downstream flooding potential. In addition, an on-site underground water filtration and storage system would be constructed to collect, treat, and retain stormwater runoff from the project site for landscape irrigation reuse. The filtration system would trap and remove sediments and pollutants (oil and grease, hydrocarbons, and dissolved metals). These stormwater BMPs in the parking lot would have a maximum infiltration depth of 10 feet below the ground surface and are not anticipated to have an adverse impact on local groundwater since the depth to groundwater in the general area is greater than 200 feet below the ground surface. Therefore, the Proposed Project would not interfere with groundwater recharge, deplete or contaminate groundwater supplies, or otherwise impact water demand.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

No Impact. The Proposed Project would not result in substantial changes to existing drainage patterns at the project site. Existing stormwater runoff sheet flows across the project site in a general south/southwest direction and is collected by on-site catch basins and directed into the local storm drain system. The Proposed Project would maintain the existing surface runoff flow patterns to the

south and southwest. The renovated parking lot would include an on-site underground water filtration and storage system at the downstream side to collect, treat, and retain stormwater runoff from the project site for landscape irrigation reuse. The project site is located in a urban area with primarily impervious surfaces, such as streets, buildings, and paved parking lots. Pervious surfaces are minimal in the project site and vicinity of the project area and primarily consist of decorative landscaping. Therefore, the Proposed Project would not result in any significant increase in erosion or siltation. No significant impacts would be expected to occur.

d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No Impact. The Proposed Project would not result in a substantial change in the existing drainage patterns at the site. The renovated parking lot would include a variety of BMPs, including vegetative swales, porous pavement, and an on-site underground water filtration and storage system to increase the retention of stormwater runoff on-site and reduce the downstream flooding potential. In addition, the Proposed Project would include a variety of landscaping improvements around the headquarters building and in the renovated parking lot to increase the pervious areas for percolation and reduce the volume of surface runoff from the site. Therefore, the Proposed Project would not increase the rate of surface runoff or flooding potential from the project site.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

No Impact. The Proposed Project would not result in significant increased runoff from the project site. The renovated parking lot would incorporate a variety of BMPs to comply with the SUSMP requirements in an effort to reduce the stormwater runoff volume and pollution from the project site. Vegetated swales and porous pavement would be provided in the parking lot to increase the filtration, retention and percolation of stormwater runoff to the underlying soils on-site. Catch basin inlet structures on-site would be equipped with filter devices to remove and contain trash, debris, and pollutants. In addition, an on-site underground water filtration and storage system would be provided to collect, treat, and retain stormwater runoff from the project site for landscape irrigation reuse. Refer to Table 1-1 for a more detailed description of the parking lot improvements. Therefore, implementation of the Proposed Project would not result in significant impacts to storm drain systems or substantially add contaminants to stormwater runoff from the site.

f) Otherwise substantially degrade water quality?

No Impact. The Proposed Project would not result in any effects that would substantially degrade water quality. A SWPPP would be prepared and implemented to reduce contamination of stormwater runoff from construction activties. In addition, as part of the Proposed Project, the renovated parking lot would include a variety of BMPs to reduce the stormwater runoff volume and pollution from the site. Therefore, the Proposed Project would have no significant, adverse impacts on water quality.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The project site is located outside of the 100- and 500-year floodplains, and there is no existing flooding problem at the site. Therefore, no significant impacts would occur.

h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. The project site is located outside of the 100- and 500-year floodplains, and there is no existing flooding problem at the site. Therefore, no significant impacts would occur.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. The project site is not subject to flooding and there are no dams or levees in the area. Therefore, the Proposed Project would not expose people or property to water-related hazards.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. There is no enclosed body of water in the vicinity of the proposed project site. Flooding associated with seiches (wave-like oscillations of water in an enclosed basin caused by earthquakes, high winds or other atmospheric conditions) and tsumanis are not anticipated at the project site due to its distance from water sources. The Proposed Project would not result in any increased risk of inundation by mudflow.

3.9 LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The Proposed Project entails the seismic retrofit of the existing Headquarters building and renovation of the existing parking lot, in the vicinity of existing and occupied parcels zoned for commercial and residential uses. The Headquarters building would remain open during construction activities. Sufficient parking for LACDPW employees and visitors would remain available on-site or in the parking lot located at the Alhmabra Campus, south of Orange Street. The Proposed Project would not result in any division of the community. There would be no impacts.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. Although the project site is surrounded by the City of Alhambra, the site is County property and is under the jurisdiction of the County. The site functions as a "County Island" with County regulations applicable to the entire site, and with City of Alhambra regulations applicable to all off-site adjacent areas, including the surrounding streets and infrastructure/utility systems. Therefore, land use policies set forth by the County and City of Alhambra have been analyzed with regard to the Proposed Project. Construction permits would be obtained from the City of Alhambra for any work within the street right of way.

The County does not have a zoning designation or plan category for County-owned properties within incorporated cities (Claghorn, 2002). The project site is zoned for professional office (PO) in the City of Alhambra Zoning Ordinance (City of Alhambra, 1989). Professional, administrative, public service, general business offices and similar office use are permitted in a PO zone. The City of Alhambra has included the project site in an area designated a Redevelopment Project Area. Redevelopment Project Areas are areas that have been identified by the City to be redeveloped in such a way to improve the community's image and economic and social climates. The Proposed Project involves the seismic retrofit of the Headquarters building, which would support redevelopment goals outlined in the City's Redevelopment Plan to renovate and improve safety of existing structures (City of Alhambra, 2002). In addition, the Proposed Project would create an aesthetically pleasing and environmentally friendly parking lot that would serve as a valuable education tool in demonstrating the County's and City's commitment to reducing pollution and protecting the environment. The Proposed Project would not conflict with any County or City of Alhambra land use policy or regulations.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project site is not located in an area that is part of any habitat conservation plan or natural community conservation plan. The Proposed Project would not conflict with any habitat conservation or natural community plan.

3.10 MINERAL RESOURCES

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The major soil types found in the area are gravely loams, sandy loams and clays that do not contain any significant mineral resources (City of Alhambra, 1987). The Proposed Project would not result in loss of availability of any mineral resource that would be of future value; therefore, there would be no potential for impacts.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The project site is not located on any locally important mineral resource recovery sites; therefore, there would be no potential for impacts (City of Alhambra, 1987).

3.11 NOISE

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact.

The project site is located on Los Angeles County property; however, the nearest noise sensitive land uses are located within the City of Alhambra. According to the City of Alhambra Noise Ordinance, the average noise level from construction activity must not exceed 65 dBA when measured on residential property. In addition, construction activities are limited to the hours between 7 a.m. and 8 p.m., Monday through Saturday. The noise ordinance does not permit construction activity on Sundays. In addition, the noise ordinance allows for higher noise levels for shorter durations.

The County of Los Angeles Noise Ordinance sets the maximum exterior noise level for relatively short-term temporary and intermittent construction noise at 75 dBA at any single-family residences, 80 dBA at multi-family residences, and 85 dBA at semi-residential/commercial land uses between the hours of 7:00 a.m. and 8:00 p.m. daily, except Sundays and legal holidays, during which construction activities are prohibited (Los Angeles, County of, 1978).

A mix of office, commercial, and light manufacturing uses surround the project site. The closest noise sensitive land uses are residences on Concord Avenue, located northwest of the project site. These residences are located approximately 1,000 ft from the site of construction activity proposed for the Headquarters building retrofit phase. The same residences are located at least 650 ft from the site of the closest construction activity proposed for the parking lot renovation phase.

Construction

Construction of the Proposed Project would require the use of construction equipment. Therefore, ambient noise levels in close proximity of the project site may temporarily increase when the construction equipment is operating. The Proposed Project would be constructed in two sequential phases to minimize impact to the facility. Phase I would include the seismic retrofit of the Headquarters building, which is expected to last up to 66 weeks. Phase II would include the renovation of the parking lot areas, which is expected to last up to 39 weeks. As a result of the construction phasing schedule, construction activities associated with the building seismic retrofit and parking lot renovation would not overlap. Therefore, noise levels were calculated individually for each of the two phases of the Proposed Project.

Phase I - Seismic Retrofit of the LACDPW Headquarters Building

The worst-case day for construction activities associated with the Headquarters building seismic retrofit is anticipated to occur during the following overlapping construction activities: basement demolition, basement concrete work, and pylon base concrete work activities. No pile driving would take place on the project site; all piles would be placed in drilled holes. The worst-case day would occur when all construction equipment would operate on the same day (See Table 1-2 in Section 1.5.1 for the equipment list). Noise levels anticipated for each construction stage, as well as the worst-case scenario are presented in Table 3-5. Results of the calculations indicate that noise limits would not be exceeded in the closest, noise sensitive land use area as a result of construction activities proposed for the Headquarters building seismic retrofit. As shown in Table 3-5, it is not anticipated that noise levels would be higher than 64 dBA, even during the anticipated worst-case scenario of the mentioned overlapping construction activities.

Phase II - Renovation of the LACDPW Headquarters Parking Lot

The worst-case day for construction activities associated with the parking lot renovation would occur during demolition activities. It is anticipated that the second stage of construction would begin while the site finishing work of the first stage is still being completed. Therefore, the worst-case day scenario used to calculate maximum noise levels during the parking lot renovation is the overlapping construction activities associated with the demolition and site finishing/asphalt/landscaping work.

The worst-case day would occur when all construction equipment for demolition and site finishing/asphalt/landscaping work would operate on the same day (See Table 1-3 in Section 1.5.1 for the equipment list). Results of the calculations indicate that noise limits would not be exceeded in the closest, noise sensitive land use areas as a result of construction activities proposed for the parking lot renovation. As shown in Table 3-6, it is not anticipated that noise levels would be higher than 64 dBA, even during the worst case scenario of the overlapping construction stages. Therefore, no significant noise impacts are anticipated to result from construction of the Proposed Project.

Operation

No changes to the use, occupancy, or traffic conditions at the site are proposed with the implementation of the Proposed Project. Following project completion, the traffic conditions on the study segments and intersections would be similar to the existing conditions. Hence, the noise level generated by the normal operation of the LACDPW Headquarters facility is not expected to change from current conditions or result in a significant increase in the ambient noise level. As a result, the operation noise of the Proposed Project would not be expected to exceed the noise standards.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

No Impact. The Proposed Project would not be expected to result in the generation of excessive groundborne vibration or groundborne noise levels from the specified construction activities.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact. The Proposed Project is not expected to result in any permanent increase in ambient noise levels in the project vicinity.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. The Proposed Project may result in audible short-term and intermittent increases in noise levels at adjacent areas during the

construction period, but is not expected to result in any change to the existing ambient noise level during normal operation of the facility after the completion of the Proposed Project. Thus, the level of impact expected should be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Proposed Project is not located within an airport land use plan.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Proposed Project is not located in the vicinity of any private airstrips.

Table 3-5
Estimated Construction Noise Levels for Headquarters Building Seismic Retrofit

Construction Activity Equipment	Number of Equipment Vehicles	Sound Level at 50 ft (dBA)	Effective Usage Factor[1]	L_{eq}(h) at Distance from Center of Construction Activity (dBA)		
				50 ft	200 ft	1,000 ft
PHASE I - SEISMIC RETROFIT OF HEADQUARTERS BUILDING						
I. Basement Concrete Demolition						
Dump Truck	4	80	0.90	80	68	54
Backhoe	1	85	0.23	79	66	53
Front-end Loader	1	85	0.23	79	66	53
Compressor	1	81	0.23	75	62	49
Flat Bed/Semi Truck	2	80	0.45	77	64	51
Generator	1	78	0.23	72	59	46
			Overall L_{eq} =	85	73	**59**
II. Basement Concrete Work						
Concrete Pump	1	79	0.23	73	60	47
Concrete Truck	4	85	0.90	85	73	59
Flat Bed/Semi Truck	2	80	0.45	77	64	51
Concrete Floor Finisher	1	80	0.23	74	61	48
			Overall L_{eq} =	86	74	**60**
III. Pylon Base Concrete Work (drill one corner while pour one corner)/Landscaping						
Crane	1	83	0.30	78	66	52
Auger	1	83	0.23	77	64	51
Flat Bed/Semi Truck	2	80	0.45	77	64	51
Concrete Truck	2	85	0.45	82	69	56
Concrete Floor Finisher	1	80	0.23	74	61	48
			Overall L_{eq} =	85	73	**59**
Overlap of All Three Activities (worst-case)						
			Overall L_{eq} =			**64**

Notes:
1 - Assuming that the equipment are operating at, or near, their maximum sound levels 30 percent of the time during operation.

Source: Parsons

Table 3-6
Estimated Construction Noise Levels for the Parking Lot Renovation

Construction Activity Equipment	Number of Equipment Vehicles	Sound Level at 50 ft (dBA)	Effective Usage Factor[1]	L_{eq}(h) at Distance from Center of Construction Activity (dBA) 50 ft	650 ft	1,000 ft
PHASE II - PARKING LOT RENOVATION						
I. Demolition						
Dozer	1	80	0.15	72	49	46
Front-end Loader	1	85	0.23	79	56	53
Backhoe	1	85	0.23	79	56	53
Concrete/Asphalt Saw	1	83	0.23	77	54	51
Excavator	1	85	0.23	79	56	53
Semi Dump-Truck	1	80	0.23	74	51	48
Flat Bed/Semi Truck	2	80	0.30	75	52	49
Water Truck	1	81	0.15	73	50	47
			Overall L_{eq} =	85	**63**	**59**
II. Underground Utilities Installation/Relocation						
Backhoe	1	85	0.23	79	56	53
Trencher	1	82	0.23	76	53	50
Semi Dump-Truck	1	80	0.15	72	49	46
Flatbed Truck	2	80	0.23	74	51	48
Air Compressor	1	81	0.15	73	50	47
Crane	1	83	0.15	75	52	49
			Overall L_{eq} =	83	**61**	**57**
III. Site Preparation/Grading						
Backhoe	1	85	0.23	79	56	53
Asphalt Grinder	1	85	0.15	77	54	51
Front-end Loader	1	85	0.23	79	56	53
Semi Dump-Truck	1	80	0.15	72	49	46
Grader	2	84	0.30	79	56	53
Roller	1	74	0.11	65	42	38
Compactor	1	78	0.11	69	46	42
Water Truck	1	81	0.11	72	49	45
			Overall L_{eq} =	85	**63**	**59**
IV. Site Finishing/Asphalt/Landscaping						
Paver	1	79	0.23	73	50	47
Fork Lift	1	67	0.15	59	36	33
Flatbed Truck	1	80	0.15	72	49	46
Paint Spray Truck	1	81	0.23	75	52	49
			Overall L_{eq} =	78	**56**	**52**
Overlap of Stages I and IV (worst-case scenario)						
			Overall L_{eq} =	86	**64**	**60**

Notes:
1 - Assuming that the equipment are operating at, or near, their maximum sound levels 30 percent of the time during operation.

Source: Parsons

3.12 POPULATION AND HOUSING

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The Proposed Project would not change the land use, building intensity, facility operations or number of employees at the LACDPW Headquarters facility. The Proposed Project is not expected to employ more than 50 construction personnel at one time during the Headquarters building seismic retrofit or parking lot renovation, which would not contribute to any substantial population changes. The construction work force for the Proposed Project would be drawn from the existing labor pool in the County of Los Angeles area. The Proposed Project would not directly or indirectly induce population growth in the project area.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Proposed Project would not displace any existing housing. Therefore, the project would not result in impacts to housing nor necessitate the construction of replacement housing.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The Proposed Project would not displace any people, or result in the need for replacement housing elsewhere. There would be no impacts.

3.13 PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

No Impact. The project site is served by the City of Alhambra Fire Department. The City of Alhambra Fire Department operates two fire stations, Stations 73 and 74, located within approximately one mile of the project site. A high demand for fire protection services during project construction is not anticipated. No temporary closure of traffic lanes on adjacent streets would be required to accomodate construction during the seismic retrofit or parking lot renovation. All existing emergency points of access to the facility would be maintained during construction and operation of the Proposed Project. The design plans and a

construction staging plan for the parking lot renovation would be submitted to the Fire Department for approval to ensure that adequate emergency access is provided. Therefore access for fire units responding to emergencies would not be impeded during any phase of the Proposed Project. The Proposed Project would not result in any increase in the demand for fire protection services during construction or operation. No adverse impacts to fire protection would result from the Proposed Project.

b) Police protection?

No Impact. The project site is served by the City of Alhambra Police Department, and the LACDPW Headquarters building maintains its own security team. The construction and operation of the Proposed Project would not result in any increased demand for police protection services. No temporary closure of traffic lanes on adjacent streets would be required during construction activities associated with the seismic retrofit or parking lot renovation. Therefore, access for police units responding to emergencies would not be impeded. The Proposed Project would not generate a need for additional police protection or cause any significant impacts to existing police services.

c) Schools?

No Impact. The nearest school is located approximately 0.25 miles from the project site. The Proposed Project would not induce population growth in the area and therefore would not impact existing enrollment levels at local schools. The Proposed Project would not adversely impact schools.

d) Parks?

No Impact. There are no parks located adjacent to the project site. The nearest park is Emery Park, located approximately 0.25 miles from the project site. The Proposed Project is not expected to increase usage or otherwise impact this park. There are no anticipated impacts to parkland that would result from the Proposed Project.

e) Other public facilities?

No Impact. The Proposed Project would enhance the delivery of public services by improving the LACDPW Headquarters facilities. The building seismic retrofit would upgrade the existing Headquarters building to meet current earthquake safety standards and thus better protect building employees and visitors. The parking lot renovation would provide improve access, circulation, and parking for the facility and incorporate and demonstrate simple and economical methods to reduce stormwater runoff and pollution.

The LACDPW Headquarters Facility will remain open during construction of the Proposed Project. The Proposed Project would be constructed in two sequential phases to minimize the impact to the facility. Phase I would include the seismic

retrofit of the Headquarters building and Phase II would include the renovation of the parking lot. During the building seismic retrofit work, LACDPW employees would be relocated within the building during construction adjacent to their work area. All temporarily relocated LACDPW offices would remain operational and accessible during the construction period. The proposed parking lot improvements would be constructed in stages to minimize disruption and ensure that sufficient parking is available for all LACDPW employees and visitors. In addition, LACDPW would be leasing off-site parking direclty across Orange Street at the Alhambra Campus to allow for construction of the parking lot improvements and to make up for the loss of employee parking during construction.

The Proposed Project would benefit the local government and enhance the delivery of public services. No public facilities would be adversely impacted by the Proposed Project. Therefore, no significant impacts to any public facilities would result from the Proposed Project.

3.14 RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The Proposed Project would not induce population growth in the area and would therefore not increase demand for neighborhood or regional parks, or other recreational facilities. No impacts to parks or other recreational facilities would result from the Proposed Project.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The Proposed Project would not include any new recreational facilities or the expansion of existing recreation facilities. The Proposed Project would have no effect on existing recreational opportunities.

3.15 TRANSPORTATION/TRAFFIC

Would the project:

a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, volume to capacity ratio on roads, or congestion at intersections)?

No Impact.

Access to the project site is provided by four gated driveways, two on Orange Street and two on Date Avenue. The east gate on Orange Street serves as the primary entrance to the facility for employees, visitors, and delivery vehicles. The other three gates are closed the majority of the time for security reasons, except for short periods in the morning, lunch, and evening hours for employee use. The following discussion provides a brief overview of the existing street system in the vicinity of the project site.

Orange Street is an east-west local roadway south of the project site with one travel lane in each direction and on-street parking prohibited on both sides of the roadway. Two driveways are provided to the project site along Orange Street. Date Avenue is a local north-south roadway east of the project site with one travel lane in each direction with a striped center-turn-lane in the project vicinity. On-street parking is allowed on both sides of Date Avenue. Two driveways are provided to the project site along Date Avenue.

Fremont Avenue is a north-south arterial roadway west of the project site with two travel lanes in each direction. On-street parking is prohibited on both sides of Fremont Avenue in the project vicinity. Mission Road is an east-west major arterial and has two travel lanes in each direction. On-street parking is generally prohibited on both sides of Mission Road in the vicinity of the project site. Commonwealth Avenue is a collector roadway with two travel lanes in each direction and with one travel lane in each direction in the project vicinity. On-street parking is generally prohibited on both sides of Commonwealth Avenue in the vicinity of the project site.

The following five street segments were analyzed to determine if the Proposed Project causes any significant traffic impacts:

- Mission Road west of Atlantic Boulevard
- Commonwealth Avenue west of Atlantic Boulevard
- Date Avenue between Commonwealth Avenue and Orange Street
- Date Avenue between Orange Street and Mission Road
- Orange Street between Project Driveway and Date Avenue

The existing traffic handling capacities for the study street segments are shown in Table 3-7 (Lang, 2002). In addition, the following two intersections were also analyzed to determine if the Proposed Project causes any significant traffic impacts:

- Date Avenue and Mission Road
- Date Avenue and Commonwealth Avenue

Traffic counts were conducted at the two study intersections and are presented in Appendix C. Existing Volume to Capacity (V/C) ratios and levels of service for the study intersections were computed using Intersection Capacity Utilization (ICU) methodology and are presented in Table 3-8. As shown in Table 3-8, under existing conditions, the study intersections operate at level of service of "B" or better. The level of service calculation worksheets are presented in Appendix C.

Table 3-7
Street Capacities

Study Segment	Per Lane Capacity (vphpl)	Number of Lanes (both dir.)	Total Capacity (vphpl)
Mission Road west of Atlantic Boulevard	1,500	4	6,000
Commonwealth Avenue west of Atlantic Boulevard	1,500	2	3,000
Date Avenue between Commonwealth Avenue and Orange Street	1,500	2	3,000
Date Avenue between Orange Street and Mission Road	1,500	2	3,000
Orange Street between Fremont Avenue and Date Avenue	1,500	2	3,000

Source: Parsons, 2003

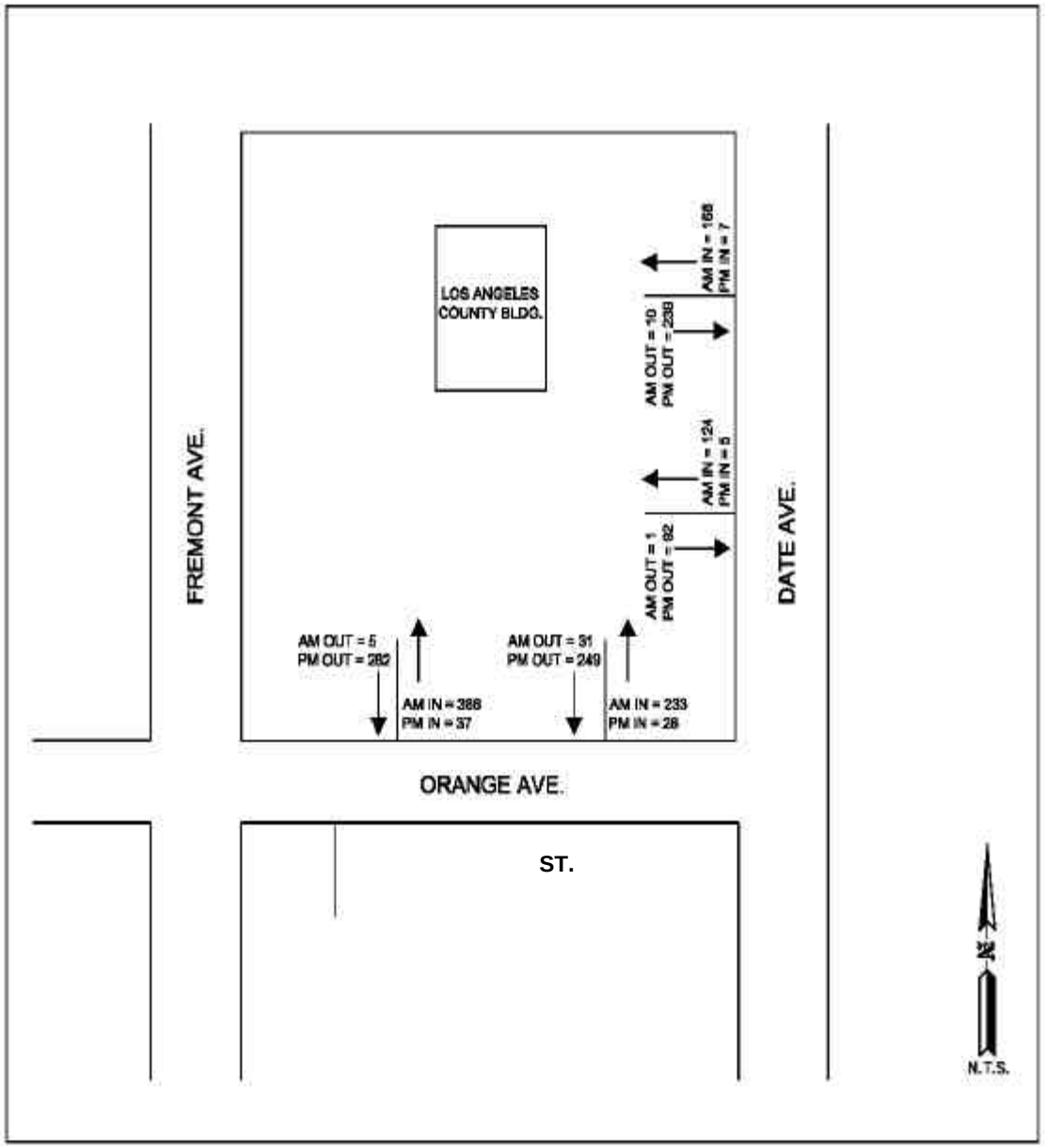
Table 3-8
Existing Intersection Level of Service Summary

Intersection	V/C	LOS
Commonwealth Avenue – Date Avenue	0.69	B
Mission Road – Date Avenue	0.49	A

Source: Parsons, 2003

Existing driveway traffic volumes currently entering into and exiting from the project site at the four driveways are shown in Figure 3-1. The driveway counts were provided by the County and were conducted in the month of January 2003. Accordingly, a total of 913 vehicles enter and 47 vehicles exit the facility via the four available driveways during the morning peak hour. Similarly, a total of 77 vehicles enter and 862 vehicles exit the facility during the evening peak hour.

Figure 3-1
Driveway Counts



Source: County of Los Angeles

Construction

The Proposed Project would be constructed in two sequential phases to minimize the impact to the facility. Phase I would include the seismic retrofit of the Headquarters building, which is expected to last up to 66 weeks. Phase II would include the renovation of the parking lot areas, which is expected to last up to 39 weeks. As a result of the construction phasing schedule, construction activities associated with the building seismic retrofit and parking lot renovation would not overlap. Therefore, potential traffic and circulation impacts are analyzed individually for each of the two phases of the Proposed Project.

Construction traffic operations common to both phases of the Proposed Project would include:

- Construction related traffic, including large equipment, would be limited on adjacent streets during weekday peak hours.
- Any necessary permits would be obtained from Caltrans for the transport of heavy construction equipment and/or materials on State highways using over-sized transport vehicles.

Phase I – Seismic Retrofit of the LACDPW Headquarters Building

No road closures are anticipated during construction activities associated with the seismic retrofit of the Headquarters building. Construction for the Headquarters building retrofit is expected to be conducted on-site only. If necessary, any road closures would be temporary, during the day, and would be restricted to the off-peak hours.

The most intensive construction period is anticipated to occur with the overlap of three construction activities: 1) Basement Concrete Demolition, 2) Basement Concrete Work and 3) Pylon Base Concrete Work (drill one corner and pour one corner). According to the time and equipment schedule, the total construction period is expected to last approximately 66 weeks. Exterior construction activities would occur during weekdays, between the hours of 6:30 a.m. and 4:00 p.m. Interior construction activities could be done during off hours and on weekends from Thursdays at 5:00 p.m. to Sunday mornings. It is anticipated that there are up to three months during construction when all the three activities would overlap. This period represents the worst-case scenario for traffic analysis during construction associated with the Headquarters building seismic retrofit. During the overlap stage, up to 40 construction worker vehicles would access the site. Construction personnel would be required to use the off-site parking across the street at the Alhambra Campus for their personal vehicles. Most of the construction equipment is assumed to be on-site prior to this stage of construction.

For a worst-case scenario, it is assumed that all the workers would travel during peak traffic hours in single-occupant vehicles. This would result in 40 inbound vehicle trips during the morning peak hour and 40 outbound vehicle trips during the evening peak hour, for a total of 80 daily trips. Typically, the evening peak

hour represents a worst-case traffic scenario and hence evening peak conditions are analyzed.

Project trip distribution and assignment are shown in Figure 3-2, and the change in V/C ratio with the additional vehicles during construction for the proposed Headquarters building seismic retrofit is shown in Table 3-9.

Figure 3-2. Project Trip Distribution and Assignment during the Headquarters Building Retrofit Construction

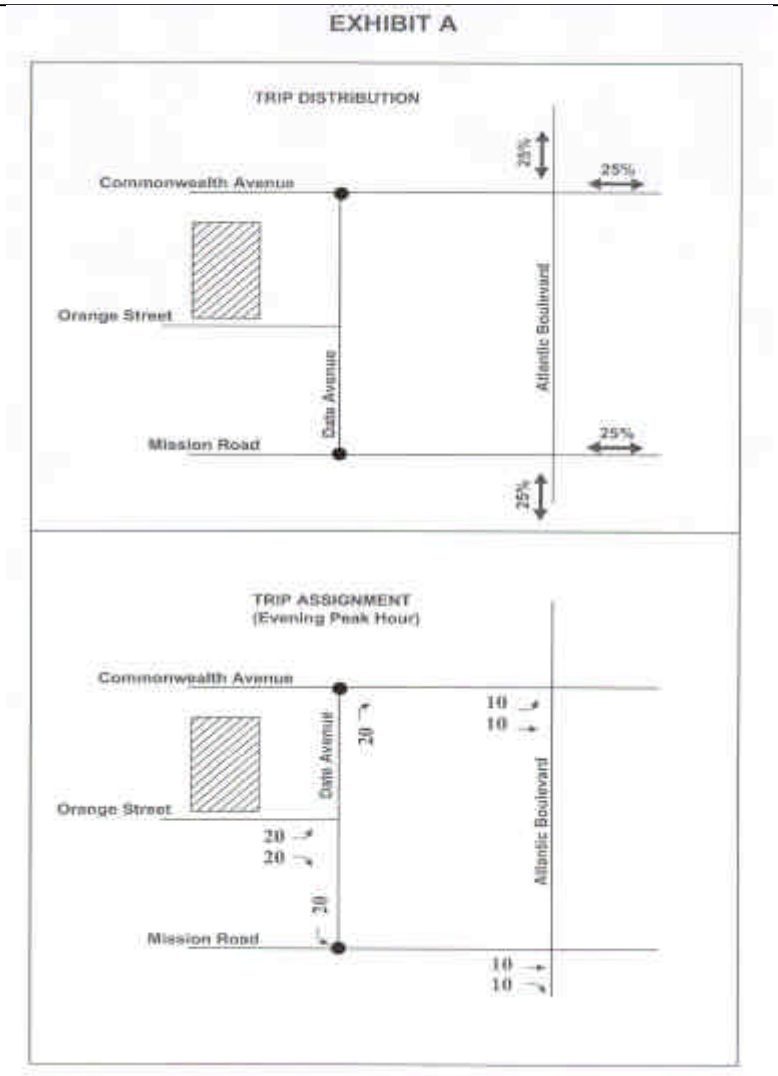


Table 3-9
Change in V/C Ratio During Construction for the Proposed Headquarters Building Sesimic Retrofit – Street Segments

Study Segment	Change in V/C	Significant Impact?
Mission Road w/o Atlantic Boulevard	0.003	No
Commonwealth Avenue w/o Atlantic Boulevard	0.007	No
Date Avenue b/w Commonwealth Avenue and Orange Street	0.007	No
Date Avenue b/w Orange Street and Mission Road	0.007	No
Orange Street b/w Fremont Avenue and Date Avenue	0.013	No

Source: Parsons, 2003

The intersection levels of service for the existing conditions and during construction of the Headquarters building seismic retrofit were computed using Intersection Capacity Utilization (ICU) method and are shown in Table 3-10. The calculation worksheets are provided in Appendix C.

Table 3-10
Change in V/C Ratios during Construction for the Proposed Headquarters Building Retrofit - Intersections

Study Intersection	PM Peak Hour					
	Existing Conditions		During Construction		Change in V/C	Significant Impact?
	V/C	LOS	V/C	LOS		
Commonwealth Avenue – Date Avenue	0.69	B	0.69	B	0.00	No
Mission Road – Date Avenue	0.49	A	0.50	A	0.01	No

Source: Parsons, 2003

As can be seen from Tables 3-9 and 3-10, the change in Volume-to-Capacity ratios (V/C) with the addition of 40 vehicles on the study street segments does not exceed the threshold of 0.02. The changes in V/C ratios with construction traffic during the Headquarters building seismic retrofit on the above street segments and intersections are considered insignificant per the Los Angeles County Traffic Impact Study Guidelines (per the guidelines, a significant project impact occurs when the proposed project increases traffic demand by 2 percent of capacity, V/C = 0.02, causing or worsening Level of Service F).

Phase II – Renovation of the LACDPW Headquarters Parking Lot

Construction of the proposed parking lot renovation is expected to occur in four to six stages. According to the time and equipment schedule, the total construction period is expected to last between 30 to 45 weeks (Rupp, 2003). Construction activities would occur Monday through Saturday during the hours of 7:00 a.m. and 6:00 p.m. A maximum of 50 construction personnel are expected to work at the site each day. Construction personnel would be required to use the off-site parking across Orange Street at the Alhambra Campus for their personal vehicles. Most of the construction equipment is assumed to be on-site before the commencement of construction.

For a worst-case scenario, it is assumed that the 50 workers would travel during peak traffic hours in single-occupant vehicles. This would result in a maximum of 50 inbound vehicle trips during the morning peak hour and 50 outbound vehicle trips during the evening peak hour, for a total of 100 daily trips. Typically, the evening peak hour represents a worst-case traffic scenario and hence evening peak conditions are analyzed.

The project trip distribution and assignment are shown in Figure 3-3. The change in V/C ratio on the study segments and intersections with the additional vehicles during construction of the parking lot renovation is shown in Tables 3-11 and 3-12. As can be seen from Tables 3-11 and 3-12, the change in Volume-to-Capacity ratios (V/C) with the addition of 50 vehicles on the study street segments and intersections does not cross the threshold of 0.02. The calculation worksheets are provided in Appendix C. The changes in V/C ratios with the project construction-traffic on the above street segments are considered insignificant per the Los Angeles County Traffic Impact Study Guidelines (per the guidelines, a significant project impact occurs when a proposed project increases traffic demand by 2 percent of capacity, V/C = 0.02, causing or worsening Level of Service F).

The proposed parking lot renovation would be constructed in stages, so that the maximum number of surface parking spaces would remain available at any given time throughout the construction period. An off-site parking lot located south of Orange Avenue at the Alhambra Campus would provide additional parking during construction for employees working in the Headquarters building. Access to the off-site parking lot would be provided along Orange Street, in between Fremont and Date Avenues. Therefore, there would be no change in traffic patterns on

existing street segments or intersections in the project site vicinity during project construction. Advanced notices about the parking lot renovation activities would be issued to the employees, and proper signage would be utilized to direct patrons to the appropriate off-site parking lot during construction in order to maintain efficient circulation of traffic within and around the project site. No significant impacts to traffic circulation and capacity would result from construction of the Proposed Project.

Table 3-11
Change in V/C Ratios during Proposed Parking Lot Renovation – Street Segments

Study Segment	Change in V/C With Project Traffic	Significant Impact? (1)
Mission Road west of Atlantic Boulevard	0.004	No
Commonwealth Avenue west of Atlantic Boulevard	0.008	No
Date Avenue between Commonwealth Avenue and Orange Street	0.008	No
Date Avenue between Orange Street and Mission Road	0.008	No
Orange Street between Fremont Avenue and Date Avenue	0.017	No

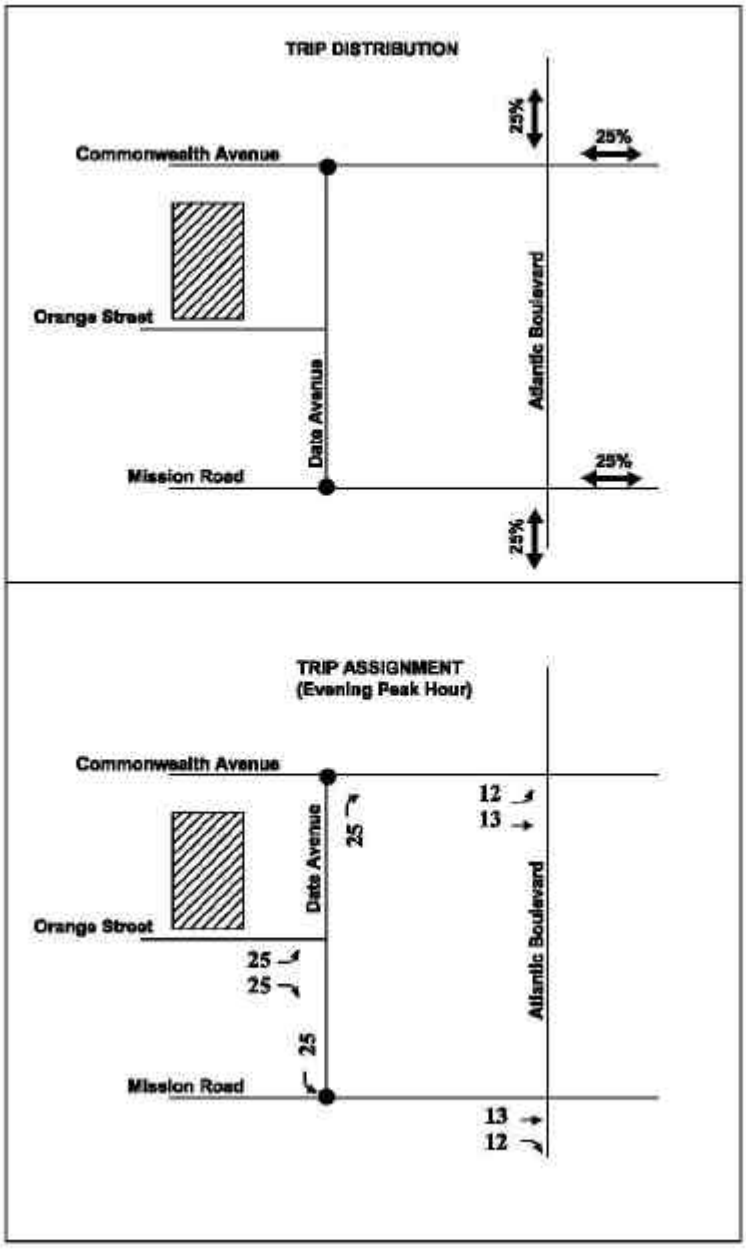
Source: Parsons

(1) Per Los Angeles County Traffic Impact Study Guidelines and *Congestion Management Program for Los Angeles County* 1997, a significant project impact occurs when the proposed project increases traffic demand by 2 percent of capacity, V/C = 0.02, causing or worsening Level of Service F

Table 3-12
Change in V/C Ratios during Construction for the Proposed Parking Lot Renovation - Intersections

Study Intersection	PM Peak Hour					
	Existing Conditions		During Construction		Change in V/C	Significant Impact?
	V/C	LOS	V/C	LOS		
Commonwealth Avenue – Date Avenue	0.69	B	0.69	B	0.00	No
Mission Road – Date Avenue	0.49	A	0.50	A	0.01	No

Figure 3-3
Trip Distribution for the
Proposed Parking Lot Renovation



Operation

As part of the proposed parking lot renovation, the existing southern driveway on Date Avenue would be eliminated. The northern driveway would remain along Date Avenue, and both driveways along Orange Street would remain accessible. The three remaining driveways have adequate capacity to handle the increased traffic flow that would result from closure of the southern driveway along Date Avenue. No significant impacts to traffic and circulation, or emergency access would result from the elimination of this driveway.

Following completion of all construction activities associated with both the Headquarters building retrofit and parking lot renovation, traffic conditions at the project site would be restored to existing conditions. The Proposed Project would not change the occupancy of the Headquarters building, or otherwise increase traffic at the project site. No changes in V/C ratio or levels of service at the study segments would occur following project completion. Therefore, the Proposed Project would not cause an increase in traffic that is substantial in relation to the existing traffic load and capacity conditions.

b. Exceed either individually or cumulatively, a level of service standard established by the Los Angeles County Congestion Management Agency for designated roads or highways?

No Impact. The Proposed Project would not result in any significant increase in the existing levels-of-service during or after project construction. The worst-case scenario addition of 50 construction personnel vehicles during the evening peak hour on the surrounding roadway system does not warrant any analysis of CMP locations (further analysis is triggered when there are at least 50 project-related vehicles at a CMP monitoring intersection and 150 vehicles on a CMP monitoring freeway segment). The additional 50 construction worker vehicles are not expected to arrive at the site using a single CMP monitoring intersection. The Proposed Project would not exceed existing levels of service during either phase of the Proposed Project.

c. Results in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. Due to the nature and size of the Proposed Project, it would not have the potential to affect air traffic. No impacts are anticipated.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. Construction of the Proposed Project would occur on-site, and no permanent changes are proposed to the design features of adjacent roadways or intersections. Adequate on-site traffic access and circulation would be maintained during the construction period. Pedestrian flow between the

Headquarters facility and the Alhambra Campus would be maintained during the construction period. Temporary cross walks would be installed on Orange Street during the course of the construction if required by the City of Alhambra. If necessary, advanced signs warning motorists about the temporary pedestrian crossings would be posted in both directions. The existing sidewalks on both sides of Orange Street are expected to remain open during the entire construction period and would be able to accommodate the additional pedestrian demand. No significant impacts to pedestrian facilities are anticipated. The renovated parking lot would be designed to provide improved access, circulation, and parking for the facility. The construction and operation of the Proposed Project would not increase hazards due to design features or incompatible uses.

e. Result in inadequate emergency access?

No Impact. The LACDPW Headquarters facility would remain open and accessible during construction of the Proposed Project. Adequate emergency access to all on-site buildings would be maintained at all times. The design plans and a construction staging plan for the parking lot renovation would be submitted to the Fire Department for approval to ensure adequate emergency access is provided.

Implementation of the Proposed Project is not expected to change access to emergency facilities or nearby land uses. No permanent roadway closures are planned during the construction period. The Proposed Project would be designed and built per County standards and guidelines.

f. Result in inadequate parking capacity?

Less Than Significant Impact.

Construction

The LACDPW Headquarters facility would remain open during construction of the Proposed Project. The Proposed Project would be constructed in two sequential phases to minimize the impact to the facility. Phase I would include the seismic retrofit of the Headquarters building, which is expected to last up to 66 weeks. Phase II would include the renovation of the parking lot areas, which is expected to last up to 39 weeks.

Staging of construction equipment on-site during the seismic retrofit phase of the Proposed Project would result in a temporary loss of up to 100 on-site parking stalls at the Headquarters site. LACDPW would be leasing off-site parking directly across Orange Street at the Alhambra Campus to compensate for the loss of employee parking during construction. Visitor and disabled access parking would continue to be provided in the LACDPW headquarters parking lot during the construction period. Sufficient parking for visitors and LACDPW employees would be maintained throughout the seismic retrofit of the Headquarters building.

The parking lot improvements would be constructed in four to six stages, with each stage lasting approximately 30 to 45 calendar days, to maintain adequate parking and to minimize the impact to the facility during the construction period. The parking lot areas would remain open during construction, except for the portion being renovated during each stage. In addition, LACDPW would be leasing off-site parking directly across Orange Street at the Alhambra Campus to allow for construction of the parking lot improvements and to make up for the loss of employee parking during construction. A construction staging plan would be prepared based on the available off-site parking. Visitor and disabled access parking would continue to be provided in the LACDPW headquarters parking lot during the construction period. Construction personnel would be required to use the off-site parking across the street at the Alhambra Campus for their personal vehicles.

Operation

The Proposed Project would provide improved parking, access, and circulation for the facility, while essentially maintaining the existing parking lot capacity. The loss of on-site parking, if any would be minimal, and is not expected to exceed 30 parking stalls. Sufficient parking for LACDPW employees and visitors would remain available following completion of the Proposed Project. Recent amendments to the Los Angeles County Zoning Ordinance require the provision of one parking space per 400 square feet (sq ft) of business professional office space. The LACDPW headquarters main building (including the cafeteria, conference rooms, and Alhambra and Executive dining areas) has a total of 436,000 sq ft of gross floor area (David Evans and Associates, 2002). The Annex Building has 49,162 sq ft of gross floor area (David Evans and Associates, 2002). Based on the applicable zoning requirements, the on-site parking requirement is 1,213 spaces, and the existing parking lot accommodates 1,681 parking spaces. The renovated parking lot would provide a total of 1,653 parking spaces. The number of existing and proposed parking spaces at the project site exceed the zoning requirements by 468 and 440 spaces, respectively. In addition, LACDPW is planning to make more efficient use of the top level of the on-site parking structure to make up for the loss of any parking. Therefore, the minimal loss of parking, if any, resulting from the Proposed Project would not be considered a significant impact.

The existing electric vehicle (EV) charging stations on-site would remain in place. Visitor and disabled access parking would continuously be provided in the Headquarters parking lot. No changes in parking design features at any off-site facilities (including on-street parking spaces) are proposed as part of the Proposed Project. Therefore, there would be no adverse parking impacts at any off-site locations. The Proposed Project would not result in inadequate parking capacity at the project site, or in the project vicinity.

g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. No changes to existing alternative transportation systems are planned as a part of the Proposed Project. The Proposed Project would not result in the elimination of existing bus or bicycle facilities. Therefore, the Proposed Project would not result in any conflicts with policies, plans, or programs that support alternative transportation.

3.16 UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The Headquarters building is currently served by a 16-inch sewer line. A 6- and 8-inch lateral line runs southwest from the western side of the office building, cafeteria/conference rooms and Annex building, and connects to the sewer line along Fremont Avenue under the west parking area. An 8-inch sewer line also runs along Orange Street, but does not serve the site. Currently, wastewater from the site consists primarily of sanitary sewage. The volume and character of the existing sewage would not be altered by the Proposed Project. The Proposed Project would not exceed wastewater treatment requirements.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. An existing 8-inch water line that runs along Fremont Avenue currently provides water service to the office building through a 6-inch line running directly east accross the west parking area. Parallel to this water line is an 8-inch fire service line, which then routes around the main office building at the northeastern edge of the west parking area toward several on-site fire hydrants. A 6-inch water line runs along Orange Street, which serves the Annex building and parking structure through a 2- to 3-inch water line along the east Orange Street driveway. An 8-inch fire service line connects to an 8-inch water line on Date Avenue and runs west along the north Date Avenue driveway and around the Annex building.

The Proposed Project would not result in any increased need for water supply or wastewater treatment services. Existing water and wastewater treatment facilities would continue to serve the project site during and following the completion of the Proposed Project. No impacts to water systems or wastewater systems would occur.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. As part of the Proposed Project, the existing on-site storm drainage system would be modified and expanded to include an underground water filtration and storage system to collect, treat, and retain stormwater runoff for landscape irrigation reuse. Therefore, the Proposed Project would reduce the stormwater runoff and pollution from the site and decrease the downstream flooding potential.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact. The City of Alhambra supplies water to the site. Approximately 75 percent of the City's water is pumped from local wells, while the remaining 25 percent comes from the Metropolitan Water District. The Proposed Project would not increase the existing demand for water at the site. The amount of water to be used for construction activities would not have a significant impact on the local or regional water supplies. The renovated parking lot would include an on-site underground water filtration and storage system to collect, treat, and retain stormwater runoff from the project site for landscape irrigation reuse. Therefore, operation of the Proposed Project would result in increased water conservation at the project site.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The Headquarters building occupancy would not change as a result of the Proposed Project, therefore the Proposed Project would not require any increase in wastewater treatment capacity. No significant impacts would occur.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

No Impact. Operation of the Proposed Project would not result in an increase in solid waste generated at the project site. With the exception of construction debris, the Proposed Project would not result in generation of significant amounts of solid waste. Debris generated during construction activities would be recycled to the greatest extent feasible. As part of the parking lot renovation, the existing parking lot asphalt paving would be recycled on-site for reuse as base material for the reconstructed parking lot. Nonrecyclable construction debris would be transported to the nearest landfill site for proper disposal. The amount of debris generated during construction activities would not be expected to significantly impact landfill capacities. The Proposed Project would not result in the need for

new solid waste facilities. No significant impacts to solid waste disposal would be expected to occur.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Construction and operation of the Proposed Project would comply with all applicable laws and regulations related to solid waste. With the exception of construction debris, which would be recycled or disposed of in accordance with applicable regulations, the Proposed Project would not result in increased generation of solid waste at the site. No significant impacts to solid waste disposal are expected to occur.

3.17 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

No Impact. The analysis conducted in this Initial Study results in a determination that the Proposed Project would not have a significant effect on the local environment. The Proposed Project would not result in adverse impacts to fish and wildlife species nor would it result in adverse impacts to plant and animal communities.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

No Impact. The Proposed Project would not result in significant impacts that cannot be mitigated to a level of less than significant. The analysis in this Initial Study has determined that the Proposed Project would not have any individually limited or cumulatively considerable impacts.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact. The Proposed Project would not cause substantial adverse effects on human beings, either directly or indirectly.

.

SECTION 4

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SECTION 5

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Appendix A

Air Quality Calculations

LACDPW HEADQUARTERS BUILDING SEISMIC RETROFIT PROJECT
Calculation Of Proposed Headquarters Building Retrofit Construction Emissions

			Emission Rate (lb/day)	Emission Rate (tons/qtr)	Emissions Factor Source
Compressor	Emission Factor (lbs/hr)		(# Units x hr/day x EF)		Los Angeles Unified School District, 2002
1 Units	CO	0.675	4.05	0.16	
6 hr/day	VOC	0.15	0.9	0.04	
	NOx	1.7	10.2	0.40	
	SOx	0.143	0.858	0.03	
	PM10	0.14	0.84	0.03	
			Emission Rate (lb/day)	Emission Rate (tons/qtr)	Emissions Factor Source
Front End Loader	Emission Factor (lbs/hr)		(# Units x hr/day x EF)		AP-42, Table II-7.1
1 Units	CO	0.572	3.432	0.13	
6 hr/day	VOC	0.291	1.746	0.07	
	NOx	1.89	11.34	0.44	
	SOx	0.182	1.092	0.04	
	PM10	0.172	1.032	0.04	
			Emission Rate (lb/day)	Emission Rate (tons/qtr)	Emissions Factor Source
Dump/Haul Trucks	Emission Factor (lbs/hr)		(# Units x hr/day x EF)		CARBE7EPSCF
6 unit	CO	0.41	14.76	0.58	
6 hr/day	VOC	0.071	2.556	0.10	
	NOx	0.226	8.136	0.32	
	SOx	0	0	0.00	
	PM10	0.021	0.756	0.03	
			Emission Rate (lb/day)	Emission Rate (tons/qtr)	Emissions Factor Source
Concrete Truck	Emission Factor (lbs/hr)		(# Units x hr/day x EF)		Assumed to be equivalent to haul trucks
6 unit	CO	0.41	14.76	0.58	
6 hr/day	VOC	0.071	2.556	0.10	
	NOx	0.226	8.136	0.32	
	SOx	0	0	0.00	
	PM10	0.021	0.756	0.03	
			Emission Rate (lb/day)	Emission Rate (tons/qtr)	Emissions Factor Source
Generator	Emission Factor (lbs/hr)		(# Units x hr/day x EF)		AP-42, Table II-7.1
1 unit	CO	0.675	4.05	0.16	
6 hr/day	VOC	0.15	0.9	0.04	
	NOx	1.7	10.2	0.40	
	SOx	0.143	0.858	0.03	
	PM10	0.14	0.84	0.03	
			Emission Rate (lb/day)	Emission Rate (tons/qtr)	Emissions Factor Source
Concrete Pump	Emission Factor (lbs/hr)		(# Units x hr/day x EF)		SCAQMD CEQA Handbook, Table A9-8-B
1 Units	CO	0.011	0.066	0.00	
6 hr/day	VOC	0.002	0.012	0.00	
	NOx	0.023	0.138	0.01	
	SOx	0.002	0.012	0.00	
	PM10	0.005	0.03	0.00	
			Emission Rate (lb/day)	Emission Rate (tons/qtr)	Emissions Factor Source
Backhoe	Emission Factor (lbs/hr)		(# Units x hr/day x EF)		AP-42, Table II-7.1
1 Units	CO	3.59	21.54	0.84	
6 hr/day	VOC	0.218	1.308	0.05	
	NOx	1.269	7.614	0.30	
	SOx	0.09	0.54	0.02	
	PM10	0.136	0.816	0.03	
			Emission Rate (lb/day)	Emission Rate (tons/qtr)	Emissions Factor Source
Concrete Finisher	Emission Factor (lbs/hr)		(# Units x hr/day x EF)		Assumed to be equivalent to haul trucks
2 unit	CO	0.675	8.1	0.32	
6 hr/day	VOC	0.183	2.196	0.09	
	NOx	1.691	20.292	0.79	
	SOx	0.143	1.716	0.07	
	PM10	0.139	1.668	0.07	
			Emission Rate (lb/day)	Emission Rate (tons/qtr)	Emissions Factor Source
Crane, 5-ton	Emission Factor (lbs/hr)		(# Units x hr/day x EF)		SCAQMD CEQA Handbook, Table A9-8-A
1 unit	CO	0.24	1.92	0.07	
8 hr/day	VOC	0.08	0.64	0.02	
	NOx	0.41	3.28	0.13	
	SOx	0.01	0.08	0.00	
	PM10	0.04	0.32	0.01	

Auger	Emission Factor (lbs/hr)		Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
1 Units	CO	0.675	4.05	0.16	SCAQMD CEQA Handbook, Table A9-8-A
6 hr/day	VOC	0.15	0.9	0.04	
	NOx	1.7	10.2	0.40	
	SOx	0.143	0.858	0.03	
	PM10	0.14	0.84	0.03	

Flatbed Truck	Emission Factor (lbs/mi)		Emission Rate (lb/day) (# Units x miles/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
2 Units	CO	0.041	1.640	0.06	
6 hr/day	VOC	0.01	0.400	0.02	
20 miles/day	NOx	0.034	1.360	0.05	
	SOx	0	0.000	0.00	
	PM10	0.00698	0.279	0.01	

RWMP Phases 1-5			
Emission Factor (lb/hr) = 0.75 x (s)^1.5 x (M)^-1.4 =	0.313		SCAQMD CEQA Handbook, Table A9-9
s = silt content (%)	7		
M = moisture content (%)	15		
n= no. units	4		
H= hours/day	6		
Emission Rate (lb/day) = (# Units * hr/day * EF) =	7.50	0.29	

SUMMARY BY OPERATION – LB/DAY				
CO	VOC	NOx	SOx	PM-10
104.20	68.10	94.50	6.00	15.90

SUMMARY BY OPERATION – TONS/QR				
CO	VOC	NOx	SOx	PM-10
3.06	0.55	3.54	0.23	0.32

Emissions from Construction Worker Commutes

Pollutant	Emission Factor (grams/mile)	Round TripTrip Length (Miles)	Number of Workers	Total Emissions (lbs/day)
NOx	1.03	40	40	3.630
CO	7.32	40	40	25.797
VOC	0.69	40	40	2.432
PM10	0.06	40	40	0.211

1. Emission Factors include complete trip cycle.
2. Emission Factors are for 2002 and are from EMFAC7F1.1
3. Emission Factor is for average commute speed of 30 mph.

Daily Coatings Application Emissions

Pollutant	Emission Factor (lbs/1000 SF)	Surface Area Coated (SF)	Clean-up Emisson Rate*	Total Emissions (lbs/day)
VOC	93.77	500	10%*	51.60

1. Emissions factors are from SCAQMD CEQA Handbook Table A9-13-B.

* clean-up rate assumed at 10% of application emissions

LACDPW HEADQUARTERS BUILDING SEISMIC RETROFIT & PARKING LOT RENOVATION PROJECT
Calculation of Parking Lot Renovation Emissions

Worse Case - Daily

The worst-case scenario would involve demolition and site finishings/asphalt/landscaping.

Using this combination, the worst-case daily total would be:

Construction Activity	CO	VOC	NOX	SOX	PM10
Demolition	44.642	9.994	48.887	4.116	3.680
Site Finishings/Asphalt/Landscaping	4.888	1.418	12.148	0.402	0.840
Worst Case Day Totals (pounds per day):	**49.530**	**11.412**	**61.035**	**4.518**	**4.519**
Limits (pounds per day):	**550**	**75**	**100**	**150**	**150**

Summary of Quarterly Emissions

	Pollutant				
Construction Activity	CO	VOC	NOX	SOX	PM10
Demolition	0.804	0.180	0.880	0.074	0.066
Underground Utility Piping and Relocations/Drainage	2.781	0.156	0.430	0.048	0.047
Site Preparation/Grading	0.582	0.085	0.534	0.047	0.054
Site Finishings/Asphalt/Landscaping	0.088	0.026	0.219	0.007	0.015
Worker Trips	1.161	0.109	0.163	0.000	0.010
Coatings	0.000	0.686	0.000	0.000	0.000
Grand Total (tons per quarter):	**5.415**	**1.243**	**2.226**	**0.177**	**0.192**
Limits (tons per quarter):	**24.75**	**2.5**	**2.5**	**6.75**	**6.75**

LACDPW HEADQUARTERS BUILDING SEISMIC RETROFIT PARKING LOT RENOVATION PROJECT
Calculation of Parking Lot Renovation Emissions

Site Preparation/Grading

			Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
Backhoe	Emission Factor (lbs/hr)				AP-42, Table II-7.1
1 Units	CO	3.59	21.54	0.388	
6 hr/day	VOC	0.218	1.308	0.024	
	NOx	1.269	7.614	0.137	
	SOx	0.09	0.540	0.010	
	PM10	0.136	0.816	0.015	
Asphalt Grinder	Emission Factor (lbs/hr)		Emission Rate (lb/day)*	Emission Rate (tons/qtr)	Emissions Factor Source
1 Units	CO	0.02	2.480	0.045	SCAQMD, Table A9-8-B
4 hr/day	VOC	0.003	0.372	0.007	
50 hp	NOx	0.024	2.976	0.054	
0.62 LF	SOx	0.002	0.248	0.004	
	PM10	0.0015	0.186	0.003	
Front-end Loader	Emission Factor (lbs/hr)		Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
1 Units	CO	0.572	3.432	0.062	AP-42, Table II-7.1
6 hr/day	VOC	0.291	1.746	0.031	
	NOx	1.89	11.340	0.204	
	SOx	0.182	1.092	0.020	
	PM10	0.172	1.032	0.019	
Semi Dump-Truck	Emission Factor (lbs/mi)		Emission Rate (lb/day) (# Units x miles/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
2 Units	CO	0.041	1.640	0.030	CARB E7EPSCF
4 hr/day	VOC	0.01	0.400	0.007	
20 miles/day	NOx	0.034	1.360	0.024	
	SOx	0	0.000	0.000	
	PM10	0.00698	0.279	0.005	
Grader	Emission Factor (lbs/hr)		Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
1 Units	CO	0.151	0.604	0.011	AP-42, Table II-7.1
4 hr/day	VOC	0.052	0.208	0.004	
	NOx	0.713	2.852	0.051	
	SOx	0.086	0.344	0.006	
	PM10	0.061	0.244	0.004	
Roller	Emission Factor (lbs/hr)		Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
1 Units	CO	0.304	0.912	0.016	AP-42, Table II-7.1
3 hr/day	VOC	0.083	0.249	0.004	
	NOx	0.862	2.586	0.047	
	SOx	0.067	0.201	0.004	
	PM10	0.05	0.150	0.003	
Compactor	Emission Factor (lbs/hr)		Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
1 Units	CO	0.304	0.912	0.016	AP-42, Table II-7.1
3 hr/day	VOC	0.083	0.249	0.004	
	NOx	0.0862	0.259	0.005	
	SOx	0.067	0.201	0.004	
	PM10	0.05	0.150	0.003	
Water Truck	Emission Factor (lbs/mi)		Emission Rate (lb/day) (# Units x miles/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
					CARB E7EPSCF

LACDPW HEADQUARTERS BUILDING SEISMIC RETROFIT PARKING LOT RENOVATION PROJECT
Calculation of Parking Lot Renovation Emissions

Site Preparation/Grading

			Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
Backhoe	Emission Factor (lbs/hr)				AP-42, Table II-7.1
1 Units	CO	3.59	21.54	0.388	
6 hr/day	VOC	0.218	1.308	0.024	
	NOx	1.269	7.614	0.137	
	SOx	0.09	0.540	0.010	
	PM10	0.136	0.816	0.015	
Asphalt Grinder	Emission Factor (lbs/hr)		Emission Rate (lb/day)*	Emission Rate (tons/qtr)	Emissions Factor Source
1 Units	CO	0.02	2.480	0.045	SCAQMD, Table A9-8-B
4 hr/day	VOC	0.003	0.372	0.007	
50 hp	NOx	0.024	2.976	0.054	
0.62 LF	SOx	0.002	0.248	0.004	
	PM10	0.0015	0.186	0.003	
Front-end Loader	Emission Factor (lbs/hr)		Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
1 Units	CO	0.572	3.432	0.062	AP-42, Table II-7.1
6 hr/day	VOC	0.291	1.746	0.031	
	NOx	1.89	11.340	0.204	
	SOx	0.182	1.092	0.020	
	PM10	0.172	1.032	0.019	
Semi Dump-Truck	Emission Factor (lbs/mi)		Emission Rate (lb/day) (# Units x miles/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
2 Units	CO	0.041	1.640	0.030	CARB E7EPSCF
4 hr/day	VOC	0.01	0.400	0.007	
20 miles/day	NOx	0.034	1.360	0.024	
	SOx	0	0.000	0.000	
	PM10	0.00698	0.279	0.005	
Grader	Emission Factor (lbs/hr)		Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
1 Units	CO	0.151	0.604	0.011	AP-42, Table II-7.1
4 hr/day	VOC	0.052	0.208	0.004	
	NOx	0.713	2.852	0.051	
	SOx	0.086	0.344	0.006	
	PM10	0.061	0.244	0.004	
Roller	Emission Factor (lbs/hr)		Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
1 Units	CO	0.304	0.912	0.016	AP-42, Table II-7.1
3 hr/day	VOC	0.083	0.249	0.004	
	NOx	0.862	2.586	0.047	
	SOx	0.067	0.201	0.004	
	PM10	0.05	0.150	0.003	
Compactor	Emission Factor (lbs/hr)		Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
1 Units	CO	0.304	0.912	0.016	AP-42, Table II-7.1
3 hr/day	VOC	0.083	0.249	0.004	
	NOx	0.0862	0.259	0.005	
	SOx	0.067	0.201	0.004	
	PM10	0.05	0.150	0.003	
Water Truck	Emission Factor (lbs/mi)		Emission Rate (lb/day) (# Units x miles/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
					CARB E7EPSCF

	CO	0.041	0.820	0.015
3 hr/day	VOC	0.01	0.200	0.004
20 miles/day	NOx	0.034	0.680	0.012
	SOx	0	0.000	0.000
	PM10	0.00698	0.140	0.003

LACDPW HEADQUARTERS BUILDING SEISMIC RETROFIT PARKING LOT RENOVATION PROJECT
Calculation of Parking Lot Renovation Emissions

Underground Utility Piping & Relocations/Drainage

			Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
Backhoe	Emission Factor (lbs/hr)				AP-42, Table II-7.1
1 Units	CO	3.59	21.540	0.388	
6 hr/day	VOC	0.218	1.308	0.024	
	NOx	1.269	7.614	0.137	
	SOx	0.09	0.540	0.010	
	PM10	0.136	0.816	0.015	
Trencher	Emission Factor (lbs/hr)		Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source AP-42, Table II-7.1
1 Units	CO	0.675	4.050	0.073	
6 hr/day	VOC	0.183	1.098	0.020	
	NOx	1.691	10.146	0.183	
	SOx	0.143	0.858	0.015	
	PM10	0.139	0.834	0.015	
Semi Dump-Truck	Emission Factor (lbs/mi)		Emission Rate (lb/day) (# Units x miles/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source CARB E7EPSCF
1 Units	CO	0.041	0.820	0.015	
4 hr/day	VOC	0.01	0.200	0.004	
20 miles/day	NOx	0.034	0.680	0.012	
	SOx	0	0.000	0.000	
	PM10	0.00698	0.140	0.003	
Flatbed Truck	Emission Factor (lbs/mi)		Emission Rate (lb/day) (# Units x miles/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source CARB E7EPSCF
2 Units	CO	0.041	1.640	0.030	
3 hr/day	VOC	0.01	0.400	0.007	
20 miles/day	NOx	0.034	1.360	0.024	
	SOx	0	0.000	0.000	
	PM10	0.00698	0.279	0.005	
Air Compressor	Emission Factor (lbs/hp-hr)		Emission Rate (lb/day)*	Emission Rate (tons/qtr)	Emissions Factor Source SCAQMD, Table A9-8-B
1 Units	CO	0.011	1.035	0.019	
4 hr/day	VOC	0.002	0.188	0.003	
49 hp	NOx	0.018	1.693	0.030	
0.48 LF	SOx	0.002	0.188	0.003	
	PM10	0.001	0.094	0.002	
Crane	Emission Factor (lbs/hr)		Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source SCAQMD, Table A9-8-B
1 Units	CO	31.35	125.400	2.257	
4 hr/day	VOC	1.375	5.500	0.099	
	NOx	0.605	2.420	0.044	
	SOx	0.275	1.100	0.020	
	PM10	0.11275	0.451	0.008	

*(# Units x hr/day x hp x LF x EF)

LACDPW HEADQUARTERS BUILDING SEISMIC RETROFIT PARKING LOT RENOVATION PROJECT
Calculation of Parking Lot Renovation Emissions

ɔncrete Foundations

			Emission Rate (lb/day)	Emission Rate (tons/qtr)	Emissions Factor Source
Backhoe	Emission Factor (lbs/hr)		(# Units x hr/day x EF)		AP-42, Table II-7.1
1 Units	CO	3.59	14.360	0.258	
4 hr/day	VOC	0.218	0.872	0.016	
	NOx	1.269	5.076	0.091	
	SOx	0.09	0.360	0.006	
	PM10	0.136	0.544	0.010	

			Emission Rate (lb/day)	Emission Rate (tons/qtr)	Emissions Factor Source
ɔncrete Truck Mixer	Emission Factor (lbs/hr)		(# Units x hr/day x EF)		Assumed to be equivalent to haul trucks
2 Units	CO	0.41	4.920	0.089	
6 hr/day	VOC	0.071	0.852	0.015	
	NOx	0.226	2.712	0.049	
	SOx	0	0.000	0.000	
	PM10	0.021	0.252	0.005	

			Emission Rate (lb/day)	Emission Rate (tons/qtr)	Emissions Factor Source
Flatbed Truck	Emission Factor (lbs/mi)		(# Units x miles/day x EF)		CARB E7EPSCF
1 Units	CO	0.041	0.820	0.015	
4 hr/day	VOC	0.01	0.200	0.004	
20 miles/day	NOx	0.034	0.680	0.012	
	SOx	0	0.000	0.000	
	PM10	0.00698	0.140	0.003	

Units x hr/day x hp x LF x EF)

LACDPW HEADQUARTERS BUILDING SEISMIC RETROFIT PARKING LOT RENOVATION PROJECT
Calculation of Parking Lot Renovation Emissions

Site Finishing/Asphalt/Landscaping

			Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
Paver	Emission Factor (lbs/hr)				AP-42, Table II-7.1
1 Units	CO	0.304	1.824	0.033	
6 hr/day	VOC	0.083	0.498	0.009	
	NOx	0.862	5.172	0.093	
	SOx	0.067	0.402	0.007	
	PM10	0.05	0.300	0.005	
Fork Lift	Emission Factor (lbs/hr)		Emission Rate (lb/day) (# Units x hr/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
1 Units	CO	0.52	2.080	0.037	SCAQMD, Table A9-8-B
4 hr/day	VOC	0.17	0.680	0.012	
	NOx	1.54	6.160	0.111	
	SOx	0	0.000	0.000	
	PM10	0.093	0.372	0.007	
Flatbed Truck	Emission Factor (lbs/mi)		Emission Rate (lb/day) (# Units x miles/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
1 Units	CO	0.041	0.164	0.003	CARB E7EPSCF
4 hr/day	VOC	0.01	0.040	0.001	
	NOx	0.034	0.136	0.002	
	SOx	0	0.000	0.000	
	PM10	0.00698	0.028	0.001	
Paint Spray Truck	Emission Factor (lbs/mi)		Emission Rate (lb/day) (# Units x miles/day x EF)	Emission Rate (tons/qtr)	Emissions Factor Source
1 Units	CO	0.041	0.820	0.015	CARB E7EPSCF
6 hr/day	VOC	0.01	0.200	0.004	
20 miles/day	NOx	0.034	0.680	0.012	
	SOx	0	0.000	0.000	
	PM10	0.00698	0.140	0.003	

LACDPW HEADQUARTERS BUILDING SEISMIC RETROFIT PARKING LOT RENOVATION PROJECT
Calculation of Parking Lot Renovation Emissions

Emissions from Construction Worker Commutes

Pollutant	Emission Factor (grams/mile)	Round TripTrip Length (Miles)	Number of Workers	Total Emissions (lbs/day)
NOx	1.03	40	50	4.537
CO	7.32	40	50	32.247
VOC	0.69	40	50	3.040
PM10	0.06	40	50	0.264

1. Emission Factors include complete trip cycle.
2. Emission Factors are for 2002 and are from EMFAC7F1.1
3. Emission Factor is for average commute speed of 30 mph.

LACDPW HEADQUARTERS BUILDING SEISMIC RETROFIT PARKING LOT RENOVATION PROJE
Calculation of Parking Lot Renovation Emissions

Daily Coatings Application Emissions

Pollutant	Emission Factor (lbs/1000 SF)	Surface Area Coated (SF)	Clean-up Emisson Rate*	Total Emissions (lbs/day)
VOC	93.77	11087	10%*	38.12

* clean-up rate assumed at 10% of application emissions

1. Emissions factors are from SCAQMD CEQA Handbook Table A9-13-B.

Appendix B

Hazardous Sites Within 1/4 Mile of the Project Site

Appendix B
Listed Hazardous Sites Located Within One-Quarter Mile of the Project Site

Hazardous Site	Address	Database	Notes
County Sanitation Districts of L.A. LA CO DPW Construction Division City of Alhambra – LA County DPW HDQS Dummy File Investigations –HQ LA CO Dept. Public Works Photocopy & Unidentified Sears Automotive	900 S. Freemont Ave. (target property)	HAZNET[2] UST LA CO HMS	one UST The following substances have been hauled offsite to a transfer station: household waste liquids with polychlorinated biphenyls > 50 mg/l off-specification, aged or surplus organics liquids with pH<UN - > 2 unspecified solvent mixture waste latex waste no leaks or spills are reported for the target property. The LA CO HMS holds an open permit for the LA CO DPW and Sanitation Districts.
Angeo Graphic Supply Inc. Frito Lay Inc.	741 S. Fremont Ave.	RCRIS, HAZNET, HIST UST	equal/higher elevation; hydrocarbon solvents, waste oil, mixed oil, aged organics hauled offsite; 10,000 regular gas UST, no reported leaks.
Hi Quality Auto Center	723 S. Fremont Ave.	RCRIS, HAZNET, FINDS	equal/higher elevation; small quanity generator, no violations, oxygenated solvents hauled offsite.
Databyte Technology, Inc.	400 S. Date Ave.	RCRIS, HAZNET, FINDS	equal/higher elevation; small quanity generator, no violations, oxygenated solvents hauled offsite.
Sears #1498	2500 Commonwealth Ave.	RCRIS, FINDS, LUST, CA FID UST HIST UST, HAZNET	equal/higher elevation; small quantity generator; 3 USTs containing unleaded, regular and waste oil; aluminum waste leaked onsite; aged inorganics, waste oil and mixed oil, paint sludge, other organics hauled offsite.
1X Alhambra Redevelopment Agency	2500 Commonwealth Ave.	HAZNET[2]	equal/higher elevation; gasoline leak contaminated onsite soil; remediation completed or deemed unecessary.
Alexandra Haagen Co, Inc	2500 Commonwealth Ave.	HAZNET	equal/higher elevation; waste oil and mixed oil hauled offsite.
Costco #428	2207 W. Commonwealth Ave.	RCRIS, CORTESE, LUST, UST, HAZNET	equal/higher elevation; small quantity generator; one UST contaminated onsite soil with gasoline; metal sludge & aged inorganics hauled offsite.
Braun CF &CO Research FAC	1000 S. Fremont Ave.	RCRIS CHMIRS, HIST UST, HAZNET[2], CAL FID	equal/higher elevation; 7 USTs containing gasoline; small quantity generator, no violations; alkaline solution without metals & surplus organics hauled offsite.
Santa Fe International Corp.	1000 S. Fremont Ave.	CAL FID UST, HAZNET	equal/higher elevation; inorganic waste, asbestos containing waste, hydrocarbon solvents, halogenated solvents, other organic solids hauled offsite.

Hazardous Site	Address	Database	Notes
Global Electric	1000 S. Fremont Ave.	HAZNET	equal/higher elevation; polychlorinated biphenyls & materials containing PCB's hauled offsite.
Health and Company	1000 S. Fremont Ave.	HAZNET	equal/higher elevation; aqueous solution with less than 10% total organic waste hauled offsite.
Baker Engineering Corp.	1011. S. Fremont Ave.	RCRIS, FINDS	equal/higher elevation; small quantity generator; no violations.
Pemaco Metal Processing Co. Not reported H45	2125 Lemon St. 2100 West Lemon St.	RCRIS, FINDS, HAZNET, CHMIRS	equal/higher elevation; small quantity generator; one violation; metal sludge, waste oil & mixed oil, hlogentated & solvents hauled offsite.
Electric Motors Sales & Service	426 S. Palm Ave.	RCRIS, CA FID UST, FINDS	equal/higher elevation; small quantity generator, no violations.
Care Brothers, INC.	426 S. Palm Ave.	HIST UST	equal/higher elevation; 1 gasoline UST.
Crown Brass MFG CO	400 S. Palm Ave.	RCRIS, HAZNET, FINDS	equal/higher elevation; small quantity generator, no violations; metal sludge& baghouse waste hauled offsite.
Copy-Rite Press	614 S. Date Ave.	RCRIS, HAZNET, FINDS	lower elevation; small quantity generator, no violations; photoprocessing waste hauled offsite.
Wagner Frank & Sons	2108 W. Orange St.	RCRIS, FINDS	lower elevation small quantity generator, no violations.
Jones Excavating	704 S. Date Ave.	RCRIS, FINDS, CORTESE, LUST, HAZNET	lower elevation; gasoline leak contaminated onsite soil, remedial action completed or deemed unnecessary.
Heritage Disposal, Inc.	704 S. Date Ave	HAZNET	lower elevation; other organic solids hauled offsite.
Not reported 26	600 S. Fremont Ave.	CHMIRS	equal/higher elevation; 30 gallons of diesel fuel released into ground.
Chevron 9-5463	532 Fremont Ave.	CORTESE, LUST, HIST UST	equal/higher elevation; 4 USTs; waste oil contamination of soil; remediation completed or deemed unncessary.
Coldwell Banker Headquarters	533 Fremont Ave.	CA FID UST, HIST UST	equal/higher elevation; two gasoline USTs.
Moran Co.	2121 Orange St.	LUST, CA FID UST, HIST UST,	lower elevation; 2 USTs; UST gasoline leak contaminated soil; remedial action completed or deemed unnecessary.
Fishbeck & Moore	2121 Orange St	HAZNET	lower elevation; unspecified oil-containing waste, aged organics, other organic solids hauled offsite.
Health & Co/Signs Nationwide	2121 Orange St.	CORTESE, HAZNET	lower elevation; unspecified oil-containing waste, other organic solids, adhesives, solvent mixture waste, aged inorganics hauled offsite.

Hazardous Site	Address	Database	Notes
Steed Brothers Construction	714 Date Ave.	CORTESE, LUST	lower elevation; leak contaminated onsite soil, remedial action was completed or deemed unnecessary.
Merced AC Equipment	805 Fremont Ave.	HAZNET	equal or higher elevation; waste oil & mixed oil hauled offsite.
Savon Drugs Smith Foods	2400 Commonwealth Ave.	HAZNET[2]	equal or higher elevation; photoprocessing waste hauled offsite.
Upgrade Auto Service	1007 S. Fremont Ave.	HAZNET	equal or higher elevation; unspecified organic liquid mixture hauled offsite.
Lamb Security Systems	424 S. Palm Ave.	HAZNET	equal or higher elevation; oxygenated solvents halued offsite.
Kelly Tool & Manufacturing	433 S. Palm Ave.	HAZNET	equal or higher elevation; waste oil & mixed oil hauled offsite.
Advanced Urethane Techn. Inc.	410 Palm Ave.	HAZNET	equal or higher elevation; photoprocessing waste hauled offsite.
Arcadia Flooring Co.	341 S. Palm Ave.	HAZNET	equal or higher elevation; other organic solids hauled offsite.
Universal Filtration	340 S. Palm Ave.	HAZNET	equal or higher elevation; aqueous solution hauled offsite.
Arcadian Development Inc.	308 S. Palm Ave.	HAZNET	equal or higher elevation; polymeric resin waste, latex waste & oil/water separation sludge hauled offsite.
A-1 Signal Divison	635 S. Date Ave.	HAZNET	lower elevation; solvent mixture waste, paint sludge, inorganic solid waste hauled offsite.
Advance Envelope MFG Co, Inc.	1025 S. Fremont Ave.	HAZNET	lower elevation; aged organics hauled offsite.
Costello Bros. Lithographers	500 S. Palm Ave.	HAZNET	lower elevation; photochemicals, waste oil & mixed oil hauled offsite.

Source: EDR, 2002

[1] Groundwater flow at the site is General SSE.

[2] Two separate HAZNET listings are recorded for each of these facilities.

Appendix C

Traffic Counts

N-S STREET: DATE AVE. DATE: 06/25/02 CITY: ALHAMBRA

E-W STREET: MISSION RD. DAY: TUESDAY PROJECT# 0846001P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				1		1	0	2			2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				46		24	22	176			118	18	404
4:15 PM				47		23	18	181			123	22	414
4:30 PM				51		20	16	206			119	19	431
4:45 PM				54		19	12	224			115	22	446
5:00 PM				50		17	16	214			116	2	415
5:15 PM				48		21	20	203			108	18	418
5:30 PM				43		17	19	191			109	20	399
5:45 PM				38		19	16	186			97	17	373
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	377	0	160	139	1581	0	0	905	138	3300
PM Peak Hr Begins at				430	PM								
PEAK VOLUMES =	0	0	0	203	0	77	64	847	0	0	458	61	1710

ADDITIONS: ONE-WAY STOP, SOUTH

N-S STREET: DATE AVE. DATE: 06/25/02 CITY: ALHAMBRA

E-W STREET: COMMONWEALTH AVE. DAY: TUESDAY PROJECT# 0846002P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	17	21	18	26	22	55	53	101	5	6	114	16	454
4:15 PM	18	28	16	24	21	56	61	110	4	8	111	20	477
4:30 PM	20	24	17	29	29	58	67	108	6	6	120	22	506
4:45 PM	17	21	18	33	18	51	71	127	7	8	126	20	517
5:00 PM	15	18	17	35	12	49	83	130	5	9	134	18	525
5:15 PM	22	27	24	33	21	57	72	111	9	7	122	42	547
5:30 PM	23	32	29	27	24	46	59	104	18	9	107	33	511
5:45 PM	20	26	24	26	19	41	62	106	11	6	94	29	464
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	152	197	163	233	166	413	528	897	65	59	928	200	4001
PM Peak Hr Begins at				445	PM								
PEAK VOLUMES =	77	98	88	128	75	203	285	472	39	33	489	113	2100

ADDITIONS: SIGNALIZED

PROJECT TITLE : LA County Seismic Retrofit. Project
INTERSECTION : Date Ave. - Commonwealth Ave.
EAST-WEST ST : Commonwealth Ave.
NORTH-SOUTH ST: Date Ave.
DESCRIPTION : 2002 EXISTING TRAFFIC VOLUMES-PM PEAK HOUR

CAPACITY THRU LANE	1600 vph.	RT. TURN ON RED (cr) vpc:			0
PER LANE LEFT LANE	1600 vph.	CYCLE LENGTH (secs.)	:		0
RIGHT LANE	1600 vph.	AMBER (% of cycle)	:		10
RT OVERLAP (Y=1,N=2)	1	V/C ROUND OFF (decs.)	:		2

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
SOUTHBOUND	RT	0	203	0	0		N-S(1):	0.22
	TH	1	75	1600	0.17	*	N-S(2):	0.2
	LT	1	128	1600	0.08		E-W(1):	0.37
WESTBOUND	RT	0	113	0	0		E-W(2):	0.18
	TH	2	489	3200	0.19	*		
	LT	1	33	1600	0.02		V/C:	0.59
NORTHBOUND	RT	0	88	0	0		AMBER:	0.1
	TH	1	98	1600	0.12			
	LT	1	77	1600	0.05	*		
EASTBOUND	RT	0	39	0	0		ICU:	0.69
	TH	2	472	3200	0.16			
	LT	1	285	1600	0.18	*	LOS: B	

* - Critical Movement

PROJECT TITLE : LA County Seismic Retrofit. Project
INTERSECTION : Date Ave. - Mission Rd.
EAST-WEST ST : Mission Rd.
NORTH-SOUTH ST: Date Ave.
DESCRIPTION : 2002 EXISTING TRAFFIC VOLUMES-PM PEAK HOUR

CAPACITY THRU LANE	1600 vph.	RT. TURN ON RED (cr) vpc:			0
PER LANE LEFT LANE	1600 vph.	CYCLE LENGTH (secs.)	:		0
RIGHT LANE	1600 vph.	AMBER (% of cycle)	:		10
RT OVERLAP (Y=1,N=2)	1	V/C ROUND OFF (decs.)	:		2

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
SOUTHBOUND	RT	1	77	1600	0.01		N-S(1):	0.01
	TH	0	0	0	0		N-S(2):	0.13
	LT	1	203	1600	0.13	*	E-W(1):	0.2
WESTBOUND	RT	0	61	0	0		E-W(2):	0.26
	TH	2	458	3200	0.16			
	LT	0	0	0	0	*	V/C:	0.39
NORTHBOUND	RT	0	0	0	0		AMBER:	0.1
	TH	0	0	0	0			
	LT	0	0	0	0			
EASTBOUND	RT	0	0	0	0		ICU:	0.49
	TH	2	847	3200	0.26	*		
	LT	1	64	1600	0.04		LOS: A	

* - Critical Movement

PROJECT TITLE : LA County Seismic Retrofit. Project
INTERSECTION : Date Ave. - Commonwealth Ave.
EAST-WEST ST : Commonwealth Ave.
NORTH-SOUTH ST: Date Ave.
DESCRIPTION : 2002 EXSTNG + CONSTR. TRAFFIC VOLUMES-PM PEAK HOUR

CAPACITY THRU LANE	1600 vph.	RT. TURN ON RED (cr) vpc:	0
PER LANE LEFT LANE	1600 vph.	CYCLE LENGTH (secs.) :	0
RIGHT LANE	1600 vph.	AMBER (% of cycle) :	10
RT OVERLAP (Y=1,N=2)	1	V/C ROUND OFF (decs.) :	2

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
SOUTHBOUND	RT	0	203	0	0		N-S(1):	0.22
	TH	1	75	1600	0.17	*	N-S(2):	0.21
	LT	1	128	1600	0.08		E-W(1):	0.37
WESTBOUND	RT	0	113	0	0		E-W(2):	0.18
	TH	2	489	3200	0.19	*		
	LT	1	33	1600	0.02		V/C:	0.59
NORTHBOUND	RT	0	108	0	0		AMBER:	0.1
	TH	1	98	1600	0.13			
	LT	1	77	1600	0.05	*		
EASTBOUND	RT	0	39	0	0		ICU:	0.69
	TH	2	472	3200	0.16			
	LT	1	285	1600	0.18	*	LOS: B	

* - Critical Movement

PROJECT TITLE : LA County Seismic Retrofit. Project
INTERSECTION : Date Ave. - Mission Rd.
EAST-WEST ST : Mission Rd.
NORTH-SOUTH ST: Date Ave.
DESCRIPTION : 2002 EXSTNG + CONSTR. TRAFFIC VOLUMES-PM PEAK HOUR

CAPACITY THRU LANE	1600 vph.	RT. TURN ON RED (cr) vpc:	0
PER LANE LEFT LANE	1600 vph.	CYCLE LENGTH (secs.) :	0
RIGHT LANE	1600 vph.	AMBER (% of cycle) :	10
RT OVERLAP (Y=1,N=2)	1	V/C ROUND OFF (decs.) :	2

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
SOUTHBOUND	RT	1	77	1600	0.01		N-S(1):	0.01
	TH	0	0	0	0		N-S(2):	0.14
	LT	1	223	1600	0.14	*	E-W(1):	0.2
WESTBOUND	RT	0	61	0	0		E-W(2):	0.26
	TH	2	458	3200	0.16			
	LT	0	0	0	0	*	V/C:	0.4
NORTHBOUND	RT	0	0	0	0		AMBER:	0.1
	TH	0	0	0	0			
	LT	0	0	0	0			
EASTBOUND	RT	0	0	0	0		ICU:	0.5
	TH	2	847	3200	0.26	*		
	LT	1	64	1600	0.04		LOS: A	

* - Critical Movement

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PETRA Software

Study Name: P1
Site Code : 00000000
Start Date: 01/07/03
Page : 1

CARS

art	EAST GATE From North				ORANGE From East				EAST GATE From South				ORANGE From West				Intvl.
me	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Total
/07/03																	
06:00	0	3	0	0	0	0	0	0	0	26	0	0	0	0	0	0	29
06:15	0	9	0	0	0	0	0	0	0	60	0	0	0	0	0	0	69
06:30	0	6	0	0	0	0	0	0	0	61	0	0	0	0	0	0	67
06:45	0	11	0	0	0	0	0	0	0	83	0	0	0	0	0	0	94
Hour	0	29	0	0	0	0	0	0	0	230	0	0	0	0	0	0	259
07:00	0	6	0	0	0	0	0	0	0	53	0	0	0	0	0	0	59
07:15	0	2	0	0	0	0	0	0	0	18	0	0	0	0	0	0	20
Total	0	37	0	0	0	0	0	0	0	301	0	0	0	0	0	0	338
%pr.	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-
nt.	-	10.9	-	-	-	-	-	-	-	89.0	-	-	-	-	-	-	-

AST GATE @ ORANGE STREET

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Study Name: P1
Site Code : 00000000
Start Date: 01/07/03
Page : 1

TRUCKS

art	EAST GATE From North				ORANGE From East				EAST GATE From South				ORANGE From West				Intvl.
me	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Total
/07/03																	
06:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
06:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:30	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	5
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	6
Apr.	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-
Int.	-	50.0	-	-	-	-	-	-	-	50.0	-	-	-	-	-	-	-

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PETRA Software

Study Name: P2
Site Code : 00000000
Start Date: 01/07/03

CARS

rt	EAST GATE From North				ORANGE From East				EAST GATE From South				ORANGE From West				Intvl.
e	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Total
07/03																	
7:00	0	35	0	0	0	0	0	0	0	12	0	0	0	0	0	0	47
7:15	0	81	0	0	0	0	0	0	0	1	0	0	0	0	0	0	82
7:30	0	72	0	0	0	0	0	0	0	12	0	0	0	0	0	0	84
7:45	0	61	0	0	0	0	0	0	0	3	0	0	0	0	0	0	64
dour	0	249	0	0	0	0	0	0	0	28	0	0	0	0	0	0	277
8:00	0	30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	31	
8:15	0	17	0	0	0	0	0	0	0	1	0	0	0	0	0	0	18	
tal	0	296	0	0	0	0	0	0	0	30	0	0	0	0	0	0	326	
r.	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	
t.	-	90.7	-	-	-	-	-	-	-	9.2	-	-	-	-	-	-	-	

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Study Name: P2
Site Code : 00000000
Start Date: 01/07/03
Page : 1

TRUCKS

art	EAST GATE From North				ORANGE From East				EAST GATE From South				ORANGE From West				Intvl.
ne	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Total
/07/03																	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
pr.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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Study Name: P5
Site Code : 00000000
Start Date: 01/08/03
Page : 1

CARS

rt / e	DATE From North				NORTH GATE From East				DATE From South				NORHT GATE From West				Intvl. Total
	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	
08/03																	
6:00	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	36
6:15	0	0	0	0	0	61	0	0	0	0	0	0	0	2	0	0	63
6:30	0	0	0	0	0	48	0	0	0	0	0	0	0	3	0	0	51
6:45	0	0	0	0	0	23	0	0	0	0	0	0	0	3	0	0	26
Hour	0	0	0	0	0	168	0	0	0	0	0	0	0	8	0	0	176
7:00	0	0	0	0	0	17	0	0	0	0	0	0	0	4	0	0	21
7:15	0	0	0	0	0	15	0	0	0	0	0	0	0	3	0	0	18
Total	0	0	0	0	0	200	0	0	0	0	0	0	0	15	0	0	215
Apr.	-	-	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-
Alt.	-	-	-	-	-	93.0	-	-	-	-	-	-	-	6.9	-	-	-

NORTH GATE & DATE AVENUE

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Page : 1

CARS

rt e	DATE From North				NORTH GATE From East				DATE From South				NORTH GATE From West				Intvl. Total
	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	
08/03																	
7:00	0	0	0	0	0	2	0	0	0	0	0	0	0	17	0	0	19
7:15	0	0	0	0	0	1	0	0	0	0	0	0	0	65	0	0	66
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	92	0	0	92
7:45	0	0	0	0	0	2	0	0	0	0	0	0	0	65	0	0	67
Hour	0	0	0	0	0	5	0	0	0	0	0	0	0	239	0	0	244
8:00	0	0	0	0	0	2	0	0	0	0	0	0	0	38	0	0	40
8:15	0	0	0	0	0	1	0	0	0	0	0	0	0	32	0	0	33
otal	0	0	0	0	0	8	0	0	0	0	0	0	0	309	0	0	317
ж.	-	-	-	-|	-	100.0	-	-|	-	-	-	-|	-	100.0	-	-| -
nt.	-	-	-	-|	-	2.5	-	-|	-	-	-	-|	-	97.4	-	-| -

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Study Name: P6
Site Code : 00000000
Start Date: 01/08/03
Page : 1

TRUCKS

rt	DATE From North				NORTH GATE From East				DATE From South				NORTH GATE From West				Intvl.
e	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Total
08/03																	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
																	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
r.	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	1
t.	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-

Los Angeles County
Department of Public Works

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File Name : PARKLOT
Site Code : 00000000
Start Date : 03/19/2002
Page No : 1

Groups Printed- CARS

	DATE From North				ENTERING LOT From East				DATE From South				EXITING LOT From West				
art Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
5:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:45 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	6
Total	0	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	8
6:00 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
6:15 AM	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	30
6:30 AM	0	0	0	0	0	39	0	0	0	0	0	0	0	1	0	0	40
6:45 AM	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0	0	48
Total	0	0	0	0	0	124	0	0	0	0	0	0	0	1	0	0	125
7:00 AM	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	28
7:15 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0	7
Total	0	0	0	0	0	34	0	0	0	0	0	0	0	1	0	0	35
1:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	9	0	0	10
1:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	35	0	0	37
1:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	23	0	0	24
1:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	24	0	0	25
Total	0	0	0	0	0	5	0	0	0	0	0	0	0	91	0	0	96
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
d Total	0	0	0	0	0	170	0	0	0	0	0	0	0	109	0	0	278
prch %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	60.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.1	0.0	0.0	

SOUTH GATE @ DATE AVENUE

Post-it® Fax Note 7671 | Date 1.22.03 | # of pages ▶ 1

To GILGARCIA	From LAN ALFONSO
Co./Dept. PMDI	Co. T&L
Phone # 626.300.2310	Phone # 626.300.4740
Fax # 626.979.5320	Fax #

PETRA Software
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er :
ed by:
:
:

Study Name: P3
Site Code : 00000000
Start Date: 01/07/03
Page : 1

CARS

rt	WEST GATE From North				ORANGE From East				WEST GATE From South				ORANGE From West				Intvl.
	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Total
07/03																	
:00	0	1	0	0	0	0	0	0	0	34	0	0	0	0	0	0	35
:15	0	0	0	0	0	0	0	0	0	111	0	0	0	0	0	0	111
:30	0	2	0	0	0	0	0	0	0	125	0	0	0	0	0	0	127
:45	0	2	0	0	0	0	0	0	0	118	0	0	0	0	0	0	120
our	0	5	0	0	0	0	0	0	0	388	0	0	0	0	0	0	393
:00	0	1	0	0	0	0	0	0	0	75	0	0	0	0	0	0	76
:15	0	1	0	0	0	0	0	0	0	61	0	0	0	0	0	0	62
tal	0	7	0	0	0	0	0	0	0	524	0	0	0	0	0	0	531
r.	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-
t.	-	1.3	-	-	-	-	-	-	-	98.6	-	-	-	-	-	-	-

WEST GATE @ ORANGE STREET

Study Name: P4
Site Code : 00000000
Start Date: 01/07/03
Page : 1

CARS

Start Time	WEST GATE From North				ORANGE From East				WEST GATE From South				ORANGE From West				Intvl. Total
	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	
1/07/03																	
17:00	0	29	0	0	0	0	0	0	0	19	0	0	0	0	0	0	48
17:15	0	89	0	0	0	0	0	0	0	5	0	0	0	0	0	0	94
17:30	0	96	0	0	0	0	0	0	0	8	0	0	0	0	0	0	104
17:45	0	68	0	0	0	0	0	0	0	5	0	0	0	0	0	0	73
Hour	0	282	0	0	0	0	0	0	0	37	0	0	0	0	0	0	319
18:00	0	47	0	0	0	0	0	0	0	2	0	0	0	0	0	0	49
18:15	0	16	0	0	0	0	0	0	0	2	0	0	0	0	0	0	18
Total	0	345	0	0	0	0	0	0	0	41	0	0	0	0	0	0	386
Apr.	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-
Int.	-	89.3	-	-	-	-	-	-	-	10.6	-	-	-	-	-	-	-

PROJECT TITLE : LA County Parking Demo. Project
INTERSECTION : Date Ave. - Mission Rd.
EAST-WEST ST : Mission Rd.
NORTH-SOUTH ST: Date Ave.
DESCRIPTION : 2003 CONSTRUCTION TRAFFIC VOLUMES-PM PEAK HOUR

CAPACITY THRU LANE	1600 vph.	RT. TURN ON RED (cr) vpc:	0
PER LANE LEFT LANE	1600 vph.	CYCLE LENGTH (secs.) :	0
RIGHT LANE	1600 vph.	AMBER (% of cycle) :	10
RT OVERLAP (Y=1,N=2)	1	V/C ROUND OFF (decs.) :	2

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
SOUTHBOUND	RT	1	77	1600	0.01		N-S(1):	0.01
	TH	0	0	0	0		N-S(2):	0.14
	LT	1	228	1600	0.14	*	E-W(1):	0.2
WESTBOUND	RT	0	61	0	0		E-W(2):	0.26
	TH	2	458	3200	0.16			
	LT	0	0	0	0	*	V/C:	0.4
NORTHBOUND	RT	0	0	0	0		AMBER:	0.1
	TH	0	0	0	0			
	LT	0	0	0	0			
EASTBOUND	RT	0	0	0	0		ICU:	0.5
	TH	2	847	3200	0.26	*		
	LT	1	64	1600	0.04		LOS: A	

* - Critical Movement

Appendix D

Response to Comments on the Draft IS/MND
&
Proof of NOI Publication

APPENDIX D

RESPONSE TO COMMENTS ON THE DRAFT IS/MND
&
PROOF OF NOI PUBLICATION

The public review period for the Draft Initial Study/Mitigated Negative Declaration for the Proposed Los Angeles County Department of Public Works Headquarters Building Seismic Retrofit and Parking Lot Renovation Project was between March 25, 2003 and April 24, 2003. A Notice of Intent was filed with the Los Angeles County Clerk Office on March 24, 2003 and published in the Pasadena Star News on March 24, 2003 (Proof of Publication attached). Copies of this document were available for review at the Alhambra City Library and the Los Angeles County Department of Public Works. Three comments were received by the Los Angeles County Department of Public Works regarding the Draft Initial Study/Mitigated Negative Declaration during the public review period, and are attached. A summary of the response to comments is provided in Table D-1.

Table D-1. Summary of Response to Comments

Comment Letter #	Commenter	Response to Comment
1	Caltrans Regional Planning, District 7	Caltrans review of the project Draft Initial Study/Mitigated Negative Declaration is acknowledged. The Draft Initial Study/Mitigated Negative Declaration has been modified to include the requirement that any necessary permits will be obtained from Caltrans for the transport of heavy construction equipment and/or materials on State highways using over-sized transport vehicles.
2	County of Los Angeles Fire Department	The Fire Department's review of the project Draft Initial Study/Mitigated Negative Declaration and conclusion of no significant impacts to County of Los Angeles Fire Department operations and facilities is acknowledged.
3	Governor's Office of Planning and Research State Clearinghouse	Distribution of the project Draft Initial Study/Mitigated Negative Declaration by the Governor's Office of Planning and Research State Clearinghouse for review by the following agencies is acknowledged: Resources Agency, Department of Fish and Game Region 5, Department of Parks and Recreation, Caltrans District 7, Regional Water Quality Control Board Region 4, Native American Heritage Commission. No comments from these agencies were received, with the exception of Caltrans District 7.

COMMENT LETTER NO. 1

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 SO. SPRING ST.
LOS ANGELES, CA 90012
PHONE (213) 897-4429
FAX (213) 897-1337

Flex your power!
Be energy efficient!

April 17, 2003

Mr. Massood Eftekhari, Project Manager
County of Los Angeles Department
of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331

Re: Headquarters Building Seismic Retrofit
Mitigated Negative Declaration
SCH number 2003031106
IGR/CEQA No. 030391/EK

Dear Mr. Eftekhari:

We have received materials including the Mitigated Negative Declaration referenced above. We have the following comment regarding it.

We note that trucking activity might at times be associated with reconstruction and equipping of the retrofitted headquarters facility and renovated parking area. Therefore we remind you that transportation of heavy construction equipment and/or materials, or other special equipment, which requires the use of oversized-transport vehicles on State highways would require a Caltrans transportation permit. We ask for planning to avoid disruption of traffic especially during peak-use periods on significant-use highways.

If you have any questions regarding this comment, please refer to IGR/CEQA Number 030391/EK and contact me at (213) 897 – 4429 .

Sincerely,

STEPHEN J. BUSWELL
IGR/CEQA Program Manager, Transportation Planning Office

COMMENT LETTER NO. 2

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

May 6, 2003

Massood Eftekhari, Project Manager
County of Los Angeles Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331

Dear Ms. Eftekhari:

DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE PROPOSED LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS HEADQUARTERS BUILDING SEISMIC RETROFIT AND PARKING LOT RENOVATION PROJECT, "CITY OF ALHAMBRA" (EIR #1651/2003)

The Draft Initial Study and Mitigated Negative Declaration for the proposed Los Angeles County Department of Public Works Headquarters Building Seismic Retrofit Project has been reviewed by the Planning Division, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:
The subject property is totally within the City of Alhambra and does not appear to have any impact on the emergency responsibilities of this Department. It is not a part of the emergency response area of the Consolidated Fire Protection District.

LAND DEVELOPMENT UNIT:
This project is located entirely in the City of Alhambra. Therefore, the City of Alhambra Fire Department has jurisdiction concerning this project and will be setting conditions. This project is located in close proximity to a jurisdictional area of the County of Los Angeles Fire Department. However, this project is unlikely to have an impact that necessitates a comment concerning general requirements from the Land Development Unit of the County of Los Angeles Fire Department. Should any questions arise, please contact Inspector J. Scott Greenelsh at (323) 890-4235.

FORESTRY DIVISION:
The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. The proposed project will not have significant environmental impacts in these areas.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

David R. Leininger

DAVID R. LEININGER, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

DRL:sc

COMMENT LETTER NO. 3

Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse

Tal Finney
Interim Director

April 24, 2003

Massood Eftekhari
Los Angeles County Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331

Subject: Headquarters Building Seismic Retrofit and Parking Lot Renovation
SCH#: 2003031106

Dear Massood Eftekhari:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 23, 2003, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
(916)445-0613 FAX(916)323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2003031106
Project Title Headquarters Building Seismic Retrofit
Lead Agency Los Angeles County Department of Public Works

Type Neg Negative Declaration

Description The Los Angeles County Department of Public Works (LACDPW) proposes to retrofit the existing Headquarters building to meet current seismic safety standards, and to renovate the existing parking lot serving the LACDP Headquarters facility to comply with the County of Los Angeles Standard Urban Stormwater Mitigation Plan (SUSMP) requirements in an effort to reduce pollution from stormwater and urban runoff. The proposed retrofit of the Headquarters building would provide the building with an external cablestayed system design, comprised of a singular structural column at each corner of the building that is structurally connected at each floor corner and tied together by tension cables. The renovated parking lot would provide improved parking, access, and circulation for the facility, and demonstrate simple and economical methods to reduce pollution from stormwater and urban runoff. The LACDPW Headquarters facility would remain open through construction of both phases of the proposed project.

Lead Agency Contact

Name Massood Eftekhari
Agency Los Angeles County Department of Public Works
Phone 626-458-2510 **Fax**
email
Address 900 South Fremont Avenue
City Alhambra **State** CA **Zip** 91803-1331

Project Location

County Los Angeles
City Alhambra
Region
Cross Streets Fremont Avenue/Orange Street
Parcel No.
Township 1S **Range** 13W **Section** 16 **Base** USGS

Proximity to:

Highways 710 Long Beach Freeway
Airports
Railways Yes
Waterways
Schools Yes
Land Use Professional Office (PO)

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Toxic/Hazardous; Traffic/Circulation; Vegetation; Flood Plain/Flooding; Geologic/Seismic; Drainage/Absorption; Landuse; Soil Erosion/Compaction/Grading; Noise; Water Quality; Solid Waste; Public Services

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Department of Parks and Recreation; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Native American Heritage Commission

Date Received 03/25/2003 **Start of Review** 03/25/2003 **End of Review** 04/23/2003

PROOF OF PUBLICATION

PASADENA STAR-NEWS

affiliated with
SGV Newspaper Group
911 E. Colorado Blvd.
Pasadena, CA 91109

PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA

County of Los Angeles

I am a citizen of the United States, and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of PASADENA STAR-NEWS, a newspaper of general circulation which has been adjudicated as a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, on the date of June 22, 1927, Case Number 225647. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

3/24/03

I declare under penalty of perjury that the foregoing is true and correct.

Executed at West Covina, LA Co. California
this 24 day of MARCH, 20 03

[signature]
signature

NOTICE OF INTENT
MITIGATED NEGATIVE DECLARATION
Los Angeles County Department of Public Works Headquarters Building Seismic Retrofit and Parking Lot Renovation Project

The Los Angeles County Department of Public Works (LACDPW) proposes to seismically retrofit its existing Headquarters building to meet current seismic safety standards, and to renovate the parking lot serving the LACDPW Headquarters facility to comply with the County of Los Angeles Standard Urban Stormwater Mitigation Plan (SUSMP) requirements. The proposed seismic retrofit of the Headquarters would provide the 13-story building with an external cable-stayed system design, comprised of a singular structural column at each corner of the building that is structurally connected at each floor corner and tied together by tension cables. The renovated parking lot would provide improved parking, access, and circulation for the facility, and demonstrate simple and economical methods to reduce stormwater runoff and pollution. The LACDPW Headquarters facility would remain open during construction of the proposed project.

The LACDPW Headquarters facility is located at 900 South Fremont Avenue in the City of Alhambra, California.

The Draft Mitigated Negative Declaration was prepared pursuant to the requirements of Section 15063 of the California Environmental Quality Act (CEQA) guidelines. If the Draft Mitigated Negative Declaration is adopted, the project will be considered without preparation of an Environmental Impact Report. Copies of the Initial Study and Draft Mitigated Negative Declaration are available for public review at:

Alhambra City Library
410 W. Main Street
Alhambra, California 91801

and

County of Los Angeles Department of Public Works
Project Management Division II,
5th Floor
900 South Fremont Avenue
Alhambra, California 91803-1331

The 30-day public comment period begins on March 25, 2003 and ends on April 24, 2003 (Comment letters must be postmarked by April 24, 2003). Comments must be submitted in writing to the following address:

Lead Agency:

County of Los Angeles Department of Public Works
980 South Fremont Avenue
Alhambra, CA. 91803-1331
Attn: Massood Eftekhari, Project Management Division II
Publish: March 24, 2003
Pasadena Star-News **Ad No. 172272**

Appendix E
Mitigation Monitoring and Reporting Program

APPENDIX E

MITIGATION MONITORING AND REPORTING PROGRAM

Section 21081.6 of the Public Resources Code, enacted by passage of AB 3180 (Cortese Bill), requires public agencies approving projects with significant environmental impacts to adopt a Mitigation Monitoring and Reporting Program. This objective of the program is to ensure that mitigation measures adopted to avoid or mitigate potentially significant environmental impacts identified in the Initial Study are implemented. Section 21081.6 of the Public Resources Code requires all state and local agencies to establish monitoring and reporting programs whenever approval of a project relies upon a mitigated negative declaration or an EIR. In accordance with these requirements, this mitigation monitoring and reporting program has been prepared to ensure that mitigation measures identified in this Initial Study/Mitigated Negative Declaration for the Proposed Los Angeles County Department of Public Works Headquarters Building Seismic Retrofit and Parking Lot Renovation Project (or subsequent revisions thereto), are implemented in an effective and timely manner, and that identified impacts are avoided or mitigated to a level of insignificance. This program provides a discussion of parties responsible for the mitigation program, and a detailed discussion of monitoring and reporting procedures for the mitigation.

A. Responsible Party

The County of Los Angeles Department of Public Works will be responsible for funding, implementing, and reporting of, the mitigation measures in this mitigation program. This agency will be responsible for construction management and oversight, and will ensure that mitigation measures are properly carried out by designated and qualified personnel.

B. Mitigation Requirements

One mitigation measure is required for the project, based on the findings of the Initial Study and associated Mitigated Negative Declaration. A description of the potentially significant impact and specific mitigation measure is provided on Table E-1.

C. Schedule and Reporting Frequency

Monitoring of mitigation activities will be documented on a Mitigation Monitoring Report form (see Exhibit A). This form will be filled out by a designated representative of the County and submitted as scheduled to a designated agent of the County of Los Angeles Department of Public Works. Monitoring and completion of forms will be required during the project construction activities (as applicable).

Monitoring reports will be retained in the County of Los Angeles Department of Public Works project files and be available for inspection upon request. Completion of these forms will demonstrate and document compliance with Public Resources Code 21081.6.

Table E-2 provides a summary of the mitigation measure and associated scheduling and reporting requirements. The mitigation monitoring report form will be submitted to, and retained by, the County of Los Angeles Department of Public Works (report recipient).

Table E-1
Summary of Impact and Mitigation for the Proposed Project

Resource	Potentially Significant Impacts	Mitigation Measures	Mitigation Responsibility
Cultural Resources	Disturbance to, or loss of, subsurface cultural materials that may be encountered during ground-disturbing construction activities.	A cultural resources response procedure would be implemented for construction activities involving earthwork so that in the event that any archaeological or paleontological resources are discovered during construction, construction would cease and the resources would be evaluated by a qualified cultural resource specialist. Any resources would receive the appropriate treatment measures to ensure proper documentation, recovery, and curation as necessary.	County of Los Angeles Department of Public Works

Table E-2
Summary of Mitigation Scheduling and Reporting

Mitigation Measure	Mitigation Procedure and Schedule	Frequency of Reporting	Report Recipient
A cultural resources response procedure would be implemented for construction activities involving earthwork so that in the event that any archaeological or paleontological resources are discovered during construction, construction would cease and the resources would be evaluated by a qualified cultural resources specialist. Any resources would receive the appropriate treatment measures to ensure proper documentation, recovery, and curation as necessary.	• In the event that earthmoving activities result in the unearthing of potential cultural resources (archaeological or paleontological artifacts or other cultural resources), the construction contractor will immediately cease work in the affected area (and divert work into another area, if possible) until the discovery is exposed, evaluated by a qualified cultural resources specialist, and any necessary treatment measures are designed and implemented. • The Contractor will notify the County of Los Angeles Department of Public Works of the event, and the Contractor or the County will be required to engage the services of a qualified cultural resources specialist (i.e., archaeologist or paleontologist) to evaluate and determine the significance of the find. • The cultural resources specialist will prepare a report documenting the find, and any recommendations for treatment of the discovery and coordination with the State Office of Historic Preservation (SHPO), as required. • The County of Los Angeles will be responsible for SHPO coordination and will ensure that adequate treatment of cultural resources is carried out in accordance with SHPO approval or concurrence.	Complete Mitigation Monitoring Report form monthly during construction phase. Submit report once construction is completed. Prepare a report of each event.	County of Los Angeles Department of Public Works

EXHIBIT A

MITIGATION MONITORING REPORT FORM

MITIGATION MONITORING REPORT

SECTION 21081.6 PUBLIC RESOURCES CODE

COUNTY OF LOS ANGELES **DEPARTMENT OF PUBLIC WORKS** **900 S. FREMONT AVENUE** **ALHAMBRA, CALIFORNIA 91803-1331**	Page ____ of ____
Facility **Los Angeles County Department of Public Works Headquarters Building and Parking Lot**	Project **Los Angeles County Department of Public Works Headquarters Building Seismic Retrofit and Parking Lot Renovation**
Location **900 S. Fremont Avenue** **Alhambra, CA 91803**	File No.
Mitigation Measure No. _____ Mitigation Description:	
Monitoring Frequency	Reporting Requirement
Remarks	

The information contained in this report is an independent evaluation based on my personal observations and information provided to me. In accordance with Section 21081.6 of the California Public Resources Code, I hereby certify under penalty of perjury that the information contained herein is true and correct to the best of my knowledge.

Name of Person Completing Form _____ Title _____

Signature _____ Date Signed _____

Form Received by: _____ Signature: _____

Title: _____ Department/Division: _____ Date Rec'd: _____

Compliance Acceptance: ☐Yes ☐ No Date Rec'd by Report Recipient: _____

Monitoring Completed: ☐Yes ☐ No Date Completed: _____

Attach additional sheets if necessary.

RESOLUTION OF THE BOARD OF SUPERVISORS ACTING AS THE GOVERNING BODY OF THE LOS ANGELES COUNTY FLOOD CONTROL DECLARING ITS INTENTION TO REIMBURSE CERTAIN CAPITAL EXPENDITURES FROM THE PROCEEDS OF TAXABLE OR TAX-EXEMPT OBLIGATIONS (PUBLIC WORKS HEADQUARTERS BUILDING SEISMIC RETROFIT AND PARKING LOT RENOVATION PROJECT)

WHEREAS, the County of Los Angeles (the "County") desires and intends to undertake the design, acquisition, and construction of the Public Works Headquarters Building Seismic Retrofit and Parking Lot Renovation Project (the "Project"), as described in Attachment A hereto; and

WHEREAS, no funds of the County or of any other entity which is a part of the controlled group of which the County is a part (the "Controlled Group") are, or are reasonably expected to be, allocated, reserved or otherwise set aside in the County's budget or in the Controlled Group's budget on a long-term basis to pay the costs of the Project; and

WHEREAS, the costs of the Project will initially be paid from the available revenues of the County of Los Angeles incorporated into the 2003-04 Budget for the purpose of providing an interim funding source for costs incurred for the Project; and

WHEREAS, the costs of the Project to be paid from funds budgeted in the County's 2003-04 Budget will be expenditures of a type which are properly chargeable to a capital account under general federal income tax principles in connection with the

Project; and

WHEREAS, the County expects to issue taxable or tax-exempt bonds, notes, certificates of participation, or enter into a tax-exempt lease with a third-party lessor ("Obligations") to reimburse the capital expenditures of the County with respect to the Project; and

WHEREAS, after issuance of the Obligations, the County will: (1) evidence the reimbursement allocation with an entry in the books or records which it maintains with respect to the Obligations, (2) identify in such entry the actual prior expenditure being reimbursed or the fund from which the expenditure was paid, and (3) be relieved of any restrictions under the relevant legal documents and applicable state law with respect to the amount received as reimbursement as a result of the reimbursement allocation; and

WHEREAS, this Resolution will be reasonably available for public inspection within a reasonable period of time after its date of adoption and in the same manner governing the public availability of records of other official acts of the County Board of Supervisors; and

WHEREAS, this Resolution is intended to be a "declaration of official intent" in accordance with Section 1.150-2 of the regulations of the United States Department of the Treasury under the Internal Revenue Code of 1986, as amended (the "Treasury Regulations");

NOW, THEREFORE, this Board does not find, resolve, determine and order that in accordance with Section 1.150-2 of the Treasury Regulations, the County declares its intention to issue Obligations to finance the Project in an amount not to exceed

$20,000,000, the proceeds of which will be used to reimburse the County for capital expenditures paid for the Project prior to the issuance of said Obligations.

The foregoing resolution was on the _____ day of June, 2003, adopted by the Board of Supervisors of the County of Los Angeles and *ex-officio* the governing body of all other special assessment and taxing districts, agencies and authorities for which said Board so acts.

VIOLET VARONA-LUKENS, Executive Officer,
Board of the Supervisors of the County
of Los Angeles

By_____
Deputy

APPROVED AS TO FORM:

LLOYD W. PELLMAN
County Counsel

By_____
Chief Deputy

Attachment A

Public Works Headquarters Building Seismic Retrofit and Parking Lot Renovation Project

Project Description:	1) The retrofit of the County of Los Angeles Department of Public Works Headquarters Building to meet current seismic safety standards. The Headquarters building is a 400,000 square foot, 12-story office building constructed in 1971. The retrofit project will employ an external cable-stayed system with compression struts to absorb seismic shocks.	
	2) The renovation of the existing parking lot that serves the Headquarters building will be renovated to comply with the County of Los Angeles Standard Urban Stormwater Mitigation Plan requirements.	
Estimated Project Cost:	$26,886,000	
Initial Funding Source:	County of Los Angeles 2003-04 Budget	
Final Funding Sources:	FEMA Hazard Mitigation Grant:	$ 9,800,000
	Tax-Exempt Bond Proceeds:	17,086,000
	Total	$26,886,000
Estimated Completion Date:	April, 2005	